



# **ROBINSON RANCHERIA COMPREHENSIVE SAFETY ACTION PLAN**

NICE, LAKE COUNTY, CALIFORNIA

MAY 7, 2026

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## GLOSSARY

- ATNA** – Active Transportation Needs Assessment
- BIA** – Bureau of Indian Affairs
- Caltrans** – California Department of Transportation
- CCRS** – California Crash Reporting System
- CDC** – Centers for Disease Control and Prevention
- CSAP** – Comprehensive Safety Action Plan
- DUI** – Driving Under the Influence
- FHWA** – Federal Highway Administration
- HIN** – High Injury Network
- HPI** – Healthy Places Index
- KSI** – Killed or Seriously Injured crashes
- LRTP** – Long Range Transportation Plan
- MPH** – Miles per Hour
- NTTFI** – National Tribal Transportation Facility Inventory
- PCF** – Primary Crash Factor
- PDO** – Property Damage Only
- PHB** – Pedestrian Hybrid Beacon
- RRFB** – Rectangular Rapid Flashing Beacon
- SWITRS** – Statewide Integrated Traffic Records System
- SR** – State Route
- SS4A** – Safe Streets for All Grant Program
- TIMS** – Transportation Injury Mapping System
- Tribe** – Robinson Rancheria
- TTIP** – Tribal Transportation Improvement Program
- TTP** – Tribal Transportation Program
- TTSA** – Tribal Transportation Safety Assessment

## GLOSSARY (CONTINUED)

**TTPSF** – Tribal Transportation Program Safety Fund

**UC Berkely SafeTREC** – University of California, Berkley’s Safe Transportation Research and Education Center

**USDOT** – United States Department of Transportation

## EXECUTIVE SUMMARY

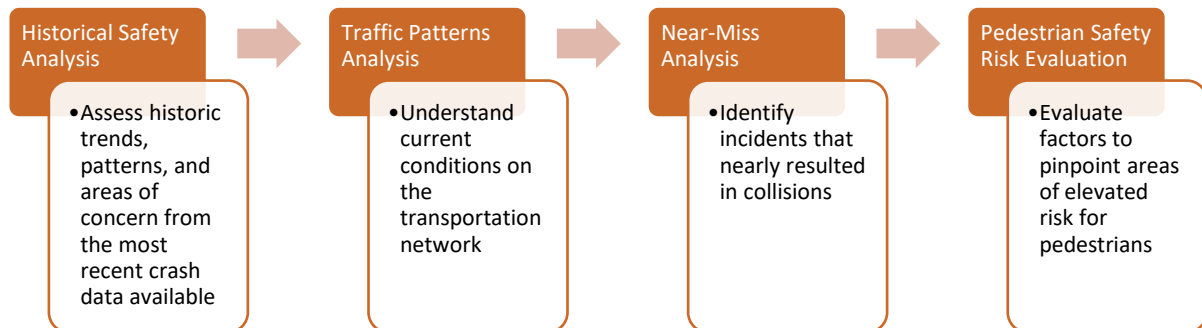
### GOAL SETTING

- This Comprehensive Safety Action Plan (CSAP) has been prepared for the Robinson Rancheria (Tribe) to identify emphasis areas to inform and guide further safety evaluation of the Tribe's transportation network in order to reduce roadway fatalities and serious injuries, and ultimately to eliminate these incidents by 2050, consistent with statewide initiatives set by Caltrans. The CSAP had these further targeted goals:



### SAFETY ANALYSIS

- The CSAP analyzed the most recent crash data available (January 2021 – December 2025) to assess historic trends, patterns, and areas of concern. Relying solely on historical crash data presents several limitations, particularly due to the lack of available crash records within the Tribal area. To address this data gap and take a more proactive approach to roadway safety, thirteen (13) key roadway segments and six (6) key intersections in the rancheria's vicinity were selected for additional analyses.



### PUBLIC ENGAGEMENT AND COLLABORATION

- With known limitations of crash reporting on Tribal lands, anecdotal input on safety concerns from the Tribal community is a critical component in developing the CSAP. Public outreach and stakeholder engagement was a key part of the CSAP to understand the community's personal experiences, existing needs, and future visions to complement crash data with a more complete story of safety concerns and opportunities. Throughout the course of the CSAP development, the project team coordinated with Tribal leaders and community members to identify areas of concern and potential improvement opportunities.

### ACTIONABLE STRATEGIES FOR IMPROVING SAFETY

- A list of countermeasures and nine (9) priority projects were recommended to enhance roadway safety around the rancheria. Potential funding opportunities were identified for implementation of these recommended improvements.

## 1.0 INTRODUCTION

The Robinson Rancheria (herein referred to as “Tribe”) is undertaking development of a Comprehensive Safety Action Plan (CSAP). The purpose of the CSAP is to identify emphasis areas to recommend improvements and to inform and guide further safety evaluation of the Tribe’s transportation network in order to reduce roadway fatalities and serious injuries, and with a goal to ultimately to eliminate these incidents by 2050, consistent with statewide goals set by Caltrans.



The Tribe was awarded a *Safe Streets for All (SS4A) planning grant through the US Department of Transportation (USDOT), through Section 24112 of the Infrastructure Investment and Jobs Act (also referred to as the “Bipartisan Infrastructure Law” or “BIL”)*. The purpose of the SS4A grant program is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development, refinement and implementation focused on all users, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micromobility users, and commercial vehicle operators.

In this CSAP, a systemic approach was utilized to identify and analyze collision incidents surrounding the Tribal rancheria. These locations, in addition to input collected from public feedback, have been analyzed to understand the prominent safety factors that can be found on the existing transportation network. Following the understanding and acknowledgement of these patterns, countermeasures were developed to potentially reduce traffic collisions in the future.

Through this planning effort, the Tribe’s CSAP develops a holistic, well-defined strategy that will reduce the risk of death and injury crashes on the Tribe’s transportation system. This CSAP is viewed as a living document that can be constantly reviewed and revised to reflect evolving trends, as well as community needs and priorities.

### 1.1 ROBINSON RANCHERIA

Robinson Rancheria Pomo Indians of California is a federally recognized tribe of Eastern Pomo people in Lake County, California. As the original inhabitants of California’s beautiful Clear Lake and volcano Mount Konocti, their land is at the heart of their culture and heritage.

The Tribe currently has 433 enrolled members, with a residential population of 215. They are a self-governed nation that supports their people and community, honors their ancestors by preserving and practicing culture, asserting tribal sovereignty through economic development while improving the lives of all Tribal members.

The Tribe is headquartered in Nice, California along State Route 20. Economic development centers on Tribal-owned enterprises such as the Robinson Rancheria Resort and Casino, as well as the Pomo Pumps and Pomo Smoke Shop. The Tribe also sustains robust environmental programs through its Environmental Center focused on water-quality monitoring, recycling/CRV buy-back, habitat and climate resilience work, and inter-tribal coordination across Lake and neighboring counties. *Figure 1* illustrates the regional map and the Tribal land boundaries.

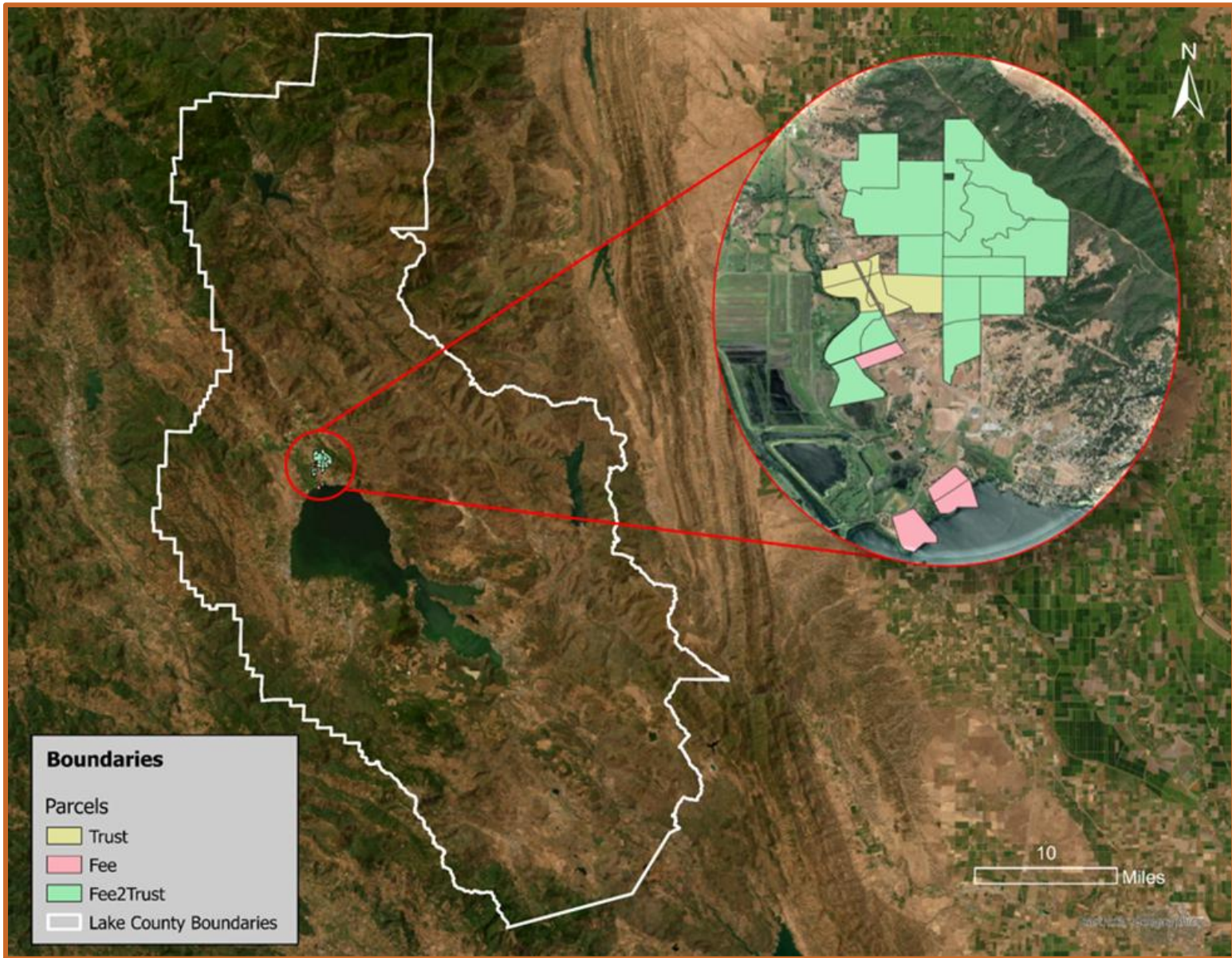


Figure 1. Regional Map and Tribal Land/Parcels

## 1.2 STUDY AREA LIMITS

This analysis focuses to the Tribe’s National Tribal Transportation Facility Inventory (NTTFI) – roads, trails, and other facilities that provide transportation and public access to, within, and through Indian rancherias and native communities while contributing to health, safety, and economic development – and its immediate surrounding area. The Tribe recently completed the *2024 Tribal Transportation Program Long Range Transportation Plan & National Tribal Transportation Inventory Update (LRTP)*, prepared by Red Plains Professional, Inc., which updated their official Tribal Transportation Program (TTP) inventory to include 74.7 miles of roads, including five (5) parking facilities. The Tribe maintains a beneficial relationship with the surrounding communities, Lake County, and Caltrans, and works cooperatively and collaboratively with these jurisdictions.

The NTTFI roadways serve the following Tribal enterprises:

- The Robinson Rancheria Resort and Casino
- Pomo Pumps
- Pomo Smoke Shop
- Robinson Rancheria Recycling Center

## 1.3 SAFE SYSTEM APPROACH

In 2022, USDOT formally adopted the Safe System Approach as the guiding paradigm to address roadway safety. It is a holistic and comprehensive approach that provides a guiding framework to make places safer for people. In support of this approach, safety programs are focused on infrastructure, human behavior, responsible oversight of the vehicle and transportation industry, and emergency response. A Safe System Approach incorporates the following principles:

- Death and Serious Injuries are Unacceptable
- Humans Make Mistakes
- Humans are Vulnerable
- Responsibility is Shared
- Safety is Proactive
- Redundancy is Crucial



**Figure 2. Safe System Approach**

Source: Federal Highway Safety Administration

Making a commitment to zero traffic deaths means addressing all aspects of safety through the following five Safe System elements that, together, create a holistic approach with layers of protection for road users<sup>1</sup>:

- Safer People: Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.
- Safer Roads: Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.
- Safer Vehicles: Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.
- Safer Speeds: Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, appropriate speed-limit setting, targeted education, outreach campaigns, and enforcement.
- Post-Crash Care: Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

The Safe System approach requires a supporting safety culture that places safety first and foremost in road system investment decisions.

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<sup>1</sup> Source: <https://www.transportation.gov/safe-system-approach>

## 1.4 ORGANIZATION OF THE COMPREHENSIVE SAFETY ACTION PLAN

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The purpose of the CSAP is to explore existing transportation safety concerns and then determine implementable strategies to improve safety. The plan was developed with collaborative input from key safety partners, stakeholders, and the Tribal community.

### 1.4.1 FEDERAL REQUIREMENTS

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The Safe Streets and Roads for All (SS4A) Grant Program guidance from the USDOT identifies the following elements to be incorporated in the Comprehensive Roadway Safety Action Plan (i.e. SS4A Action Plan):

|   |   |
|---|---|
| Leadership Commitment and Goal Setting<br>(Section 2) | Leadership commits to an eventual goal of zero roadway fatalities and serious injuries through a targeted timeline.           |
| Planning Structure<br>(Section 2)                     | A working group charged with oversight of the Action Plan development, implementation and monitoring.                         |
| Safety Analysis<br>(Section 3)                        | Analysis of existing conditions and historical trends that provides a baseline level of crashes.                              |
| Engagement and Collaboration<br>(Section 4)           | Engagement with the public and stakeholders that allows for both community representation and feedback.                       |
| Equity Considerations<br>(Section 5)                  | Provide equity considerations during plan development using inclusive and representative processes.                           |
| Policy and Process Changes<br>(Section 6)             | Identify opportunities to improve how current policies, plans, guidelines, and/or standards prioritize transportation safety. |
| Strategy and Project Selections<br>(Section 6)        | Identify a comprehensive set of projects and strategies to address the identified safety problems.                            |
| Progress and Transparency<br>(Section 7)              | Development of methods to measure progress over time and provide a means to ensure ongoing transparency.                      |

## 2.0 COMMITMENT AND OVERSIGHT

### 2.1 LEADERSHIP COMMITMENT

Safety is an essential priority for the Robinson Rancheria. It underlies each decision and resonates throughout past transportation planning efforts. This CSAP aims to reduce the risk of accidents by taking a proactive, preventative approach that prioritizes traffic safety, and with a goal to ultimately to eliminate these incidents by 2050.



### 2.2 EXISTING EFFORTS

This section summarizes the review of existing efforts to ensure the CSAP's goals and objectives along with recommended improvements are aligned with recent efforts for transportation safety. The Tribe has identified several goals and policies in the following documents and initiatives.

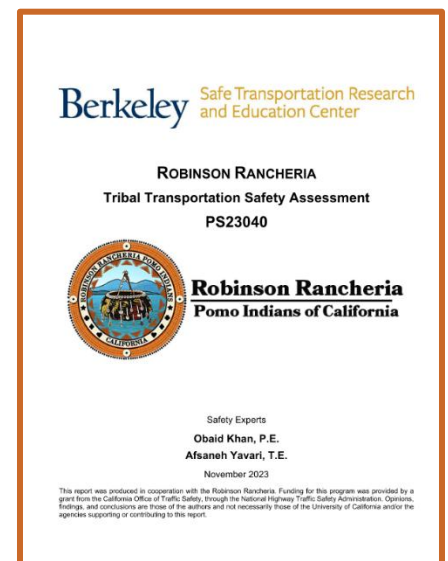
The Tribe has collaborated with UC Berkeley's SafeTREC (Safe Transportation Research and Education Center) on the development of two reports in recent years regarding priority improvement projects on the rancheria. In April 2021, SafeTREC prepared the *Robinson Rancheria Pomo Indians of California Active Transportation Needs Assessment (ATNA)*. The ATNA provided data, information, and analysis to assist in identifying priorities for improving pedestrian, bicycle, and traffic safety. The ATNA identified the following four (4) focus areas that remain highly relevant today:

1. Safety at the SR-20/Pomo Way access
2. Creating a Safe Route to School via Foothill Oaks Drive
3. Night-time pedestrian visibility and lighting on SR-20
4. Driver awareness/speed management as conditions shift from rural to Tribal areas

In November 2023, SafeTrec prepared the *Robinson Rancheria Tribal Transportation Safety Assessment (TTSA)*. This report is a comprehensive transportation safety assessment detailing safety issues and recommended corrective actions for the following five (5) focus areas:

1. Intersection of SR-20 at Pomo Way
2. Pomo Way to Acorn Drive
3. Acorn Drive
4. Safe Routes to School
5. Transit

The Tribal Transportation Program Safety Fund (TTPSF) administered by the Federal Highway Administration (FHWA) provides funding for tribal governments to prepare Safety Plans and the implementation of infrastructure improvements. The 2024 LRTP included a Strategic Transportation Safety Plan in its Tribal Transportation Improvement Program (TTIP). It was noted that with the limited funding available for



**Figure 3. Robinson Rancheria Tribal Transportation Safety Assessment (2023)**

these types of projects in the TTPSF, the Tribe should prepare a Strategic Transportation Safety Plan that builds upon the recommendations provided in the ATNA and TTSA to further supplement funding options and bolster future grant applications for roadway safety improvements. At the time of this report, a Strategic Transportation Safety Plan has not yet been completed. As such, this CSAP will supersede the Tribe's proposed Strategic Transportation Safety Plan. Should a Strategic Transportation Safety Plan be completed in the future, it is recommended that the safety plan and this CSAP be reconciled to ensure that proposed improvement projects are aligned.

## 2.3 ADVISORY COMMITTEE

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The Advisory Committee consisted of the following members:

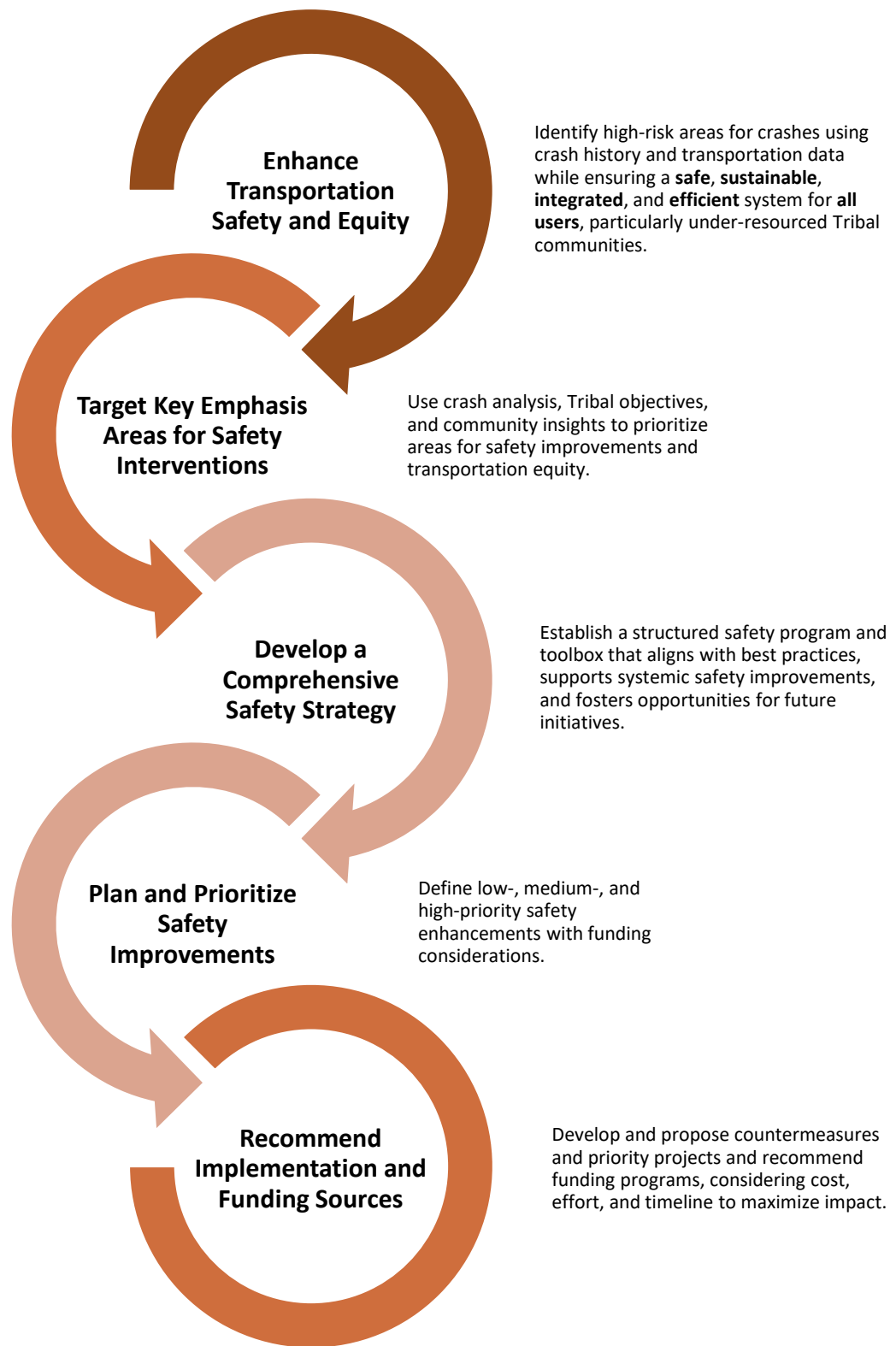
- Keith Pike, Tribal Administrator
- Natasha Eagle, Executive Assistant
- Dan Rodriguez, Transportation Director
- Anthony Duncan, Transportation Director

These members represented the Tribal government, helped to develop the CSAP, and ensured recommended strategies and concepts included herein are aligned with wider Tribal goals.

## 2.4 GOAL SETTING

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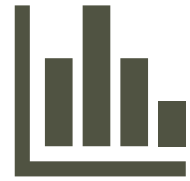
The CSAP provides a locally developed and customized approach to directly address the most significant safety risks in the Tribal's jurisdiction. This plan's vision, goals, and objectives have been established to reflect this. As the Tribe has made a commitment to achieve zero fatalities and serious injuries, this CSAP evaluates the transportation network under the direction of the following goals shown in [Figure 4](#). Goal setting provides clear direction, focus, and accountability for the Tribe while helping to create a culture of ongoing safety enhancement on the rancheria.



*Figure 4. Comprehensive Safety Action Plan Goals*

## 3.0 SAFETY ANALYSIS

According to the *Tribal Governments & Transportation Safety Data Report*, prepared by the FHWA Federal Lands Highway Office of Tribal Transportation, dated 2016, underreporting of motor vehicle crashes on tribal reservations is a significant concern, as it can hinder efforts to improve transportation safety in these communities. The circumstances contributing to the underreporting of crashes include but are not limited to privacy concerns, staffing limitations, and lack of equipment and training. In addition, some incidents go completely undocumented. These trends illustrate the importance of this CSAP as well as one of the key challenges in its preparation: inconsistent and underreported crash records in Tribal areas.



Noting the documented potential for data gaps in historical crash data for the Tribal rancheria, the following methods were used to gain a comprehensive understanding of current safety conditions within the Tribal area:

1. Historical Safety Analysis
2. Traffic Patterns Analysis
3. Near-Miss Analysis
4. Pedestrian Safety Risk Evaluation

Historical Safety Analysis examines historical crash data to identify trends and recurring issues. Traffic Patterns Analysis provides an understanding of current conditions on the transportation network, including existing traffic volumes and speeding analysis. Near-Miss Analysis focuses on incidents that nearly resulted in collisions or injuries, offering insight into potential risks before they escalate. Pedestrian Safety Risk Evaluation assesses factors such as roadway design, traffic patterns, as well as pedestrian behavior to pinpoint areas of elevated risk for those on foot.

Each component contributes to a comprehensive understanding of transportation safety issues and provides data-driven insights to inform effective countermeasures.

### 3.1 HISTORICAL CRASH ANALYSIS

Understanding historical crash patterns is fundamental to improving roadway safety within the Tribal area. Crash data provides valuable insights into where and why collisions occur, enabling the development of targeted safety countermeasures. For rural and tribal communities, where crash reporting may be inconsistent, a systematic analysis of historical crash trends is essential to identifying high-risk locations and prioritizing improvements.

As recommended in the *California Local Roadway Safety Manual (Version 1.7, dated April 2024)*, Transportation Injury Mapping System (TIMS) data is utilized for the crash analysis. TIMS provides safety practitioners with California crash data (Statewide Integrated Traffic Records System, i.e. SWITRS) and collision mapping and analysis tools<sup>2</sup>.

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<sup>2</sup> Source: *Local Roadway Safety Manual - A Manual for California's Local Road Owners, Version 1.7, dated April 2024*.

In general, the crash data offers insight into the frequency, severity, and patterns of traffic incidents affecting the Tribal area. To support this analysis, the TIMS crash data was supplemented with the California Crash Reporting System (CCRS) data for the five-year period from 2021 to 2025, covering the vicinity of Robinson Rancheria. This data was analyzed to identify patterns and trends that can help inform safety priorities and improvement strategies.

It is important to acknowledge potential limitations in crash data due to underreporting and systemic biases. Research has shown that crashes involving vulnerable road users, such as pedestrians, bicyclists, and motorcyclists, are often less likely to be documented compared to those involving motor vehicles. Minor collisions, particularly those resulting in property damage only, also tend to be underrepresented in official records. Demographic factors, including age, language proficiency, income level, and immigration status, may influence whether individuals report a crash. Additionally, crashes involving alcohol or other sensitive circumstances may be selectively omitted from reporting. In addition to the TIMS and CCRS crash data, the analysis also incorporated three (3) unreported crashes (since 2021) within the Robinson Rancheria area, as documented through Tribal staff inputs. Including these incidents provided a more complete picture of local safety issues by capturing collisions that may not have been reflected in official state records.

The following section breaks down the crash data by a variety of input factors and user types to better understand contributing conditions and risk profiles. This analysis will support data-driven decisions and help identify priority locations for targeted safety improvements within the Tribal areas.

### 3.1.1 CRASHES BY YEAR AND SEVERITY

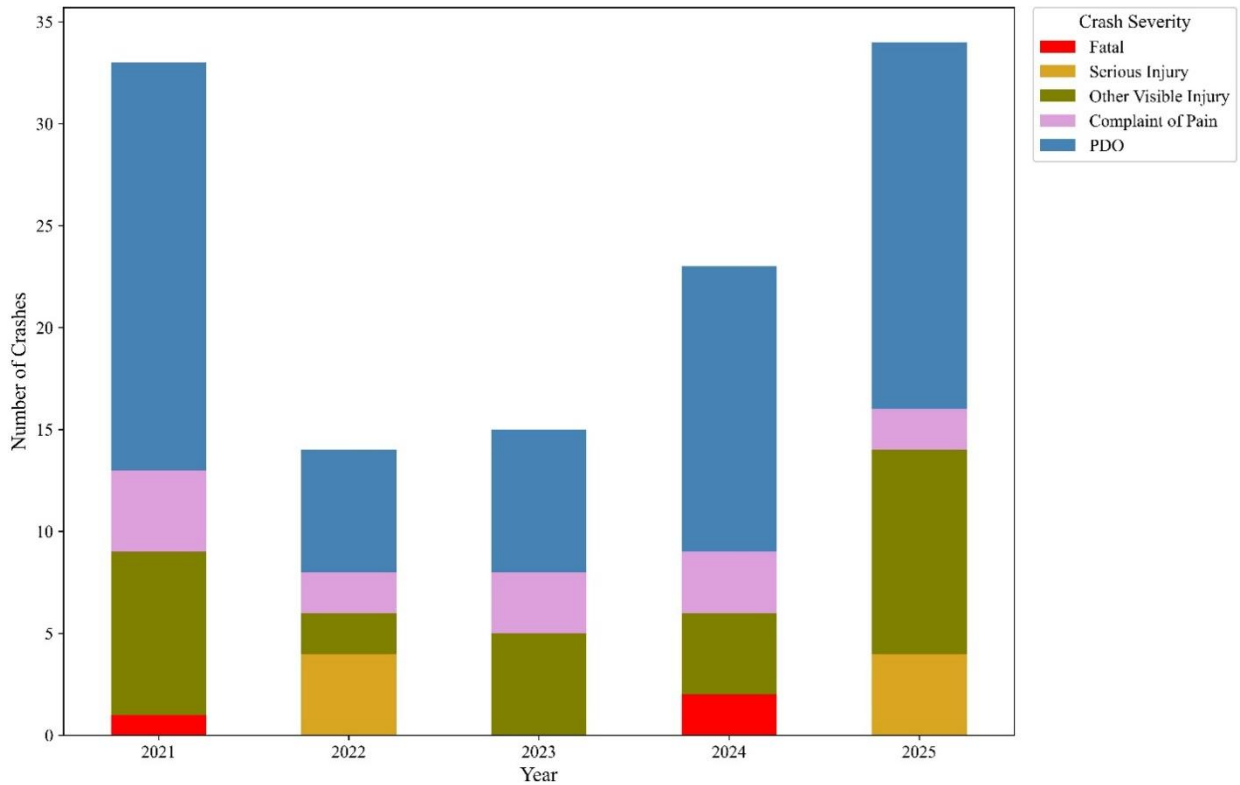
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A crash is classified as a Killed or Seriously Injured (KSI) incident if it results in a fatality or a severe injury to any individual involved in the traffic event. Over the past five years (January 2021 – December 2025), a total of 119 crashes were reported in and around the vicinity of the Tribal area. Out of these 119 incidents, three (3) were fatal crashes, eight (8) with serious injuries, twenty-nine (29) with other visible injuries, thirteen (13) with complaints of pain, and sixty-five (65) being reported as property damage only (PDO). The severity of crashes is defined as follows:

1. **Fatal:** Death because of injured sustained in a collision or an injury resulting in death within 30 days of the collision.
2. **Serious Injury:** An injury other than a fatal injury which results in broken bones, dislocated or distorted limbs, severe lacerations, or unconsciousness at or when taken from the collision scene.
3. **Other Visible Injury:** including bruises (discolored or swollen); places where the body has received a blow (black eyes and bloody noses); and abrasions (areas of the skin where the surface is roughened or blotchy by scratching or rubbing which includes skinned shins, knuckles, knees, and elbows).
4. **Complaint of Pain:** This classification could contain authentic internal or other non-visible injuries and fraudulent claims of injury. This includes: 1) Persons who seem dazed, confused, or incoherent (unless such behavior can be attributed to intoxication, extreme age, illness, or mental infirmities); 2) Persons who are limping but do not have visible injuries; 3) Any person who is known to have been unconscious because of the collision, although it appears he/she has recovered; 4) Persons who say they want to be listed as injured but do not appear to be so.

- Property Damage Only (PDO):** A collision in which no one is injured, and the only reported damage is to vehicles or other property.

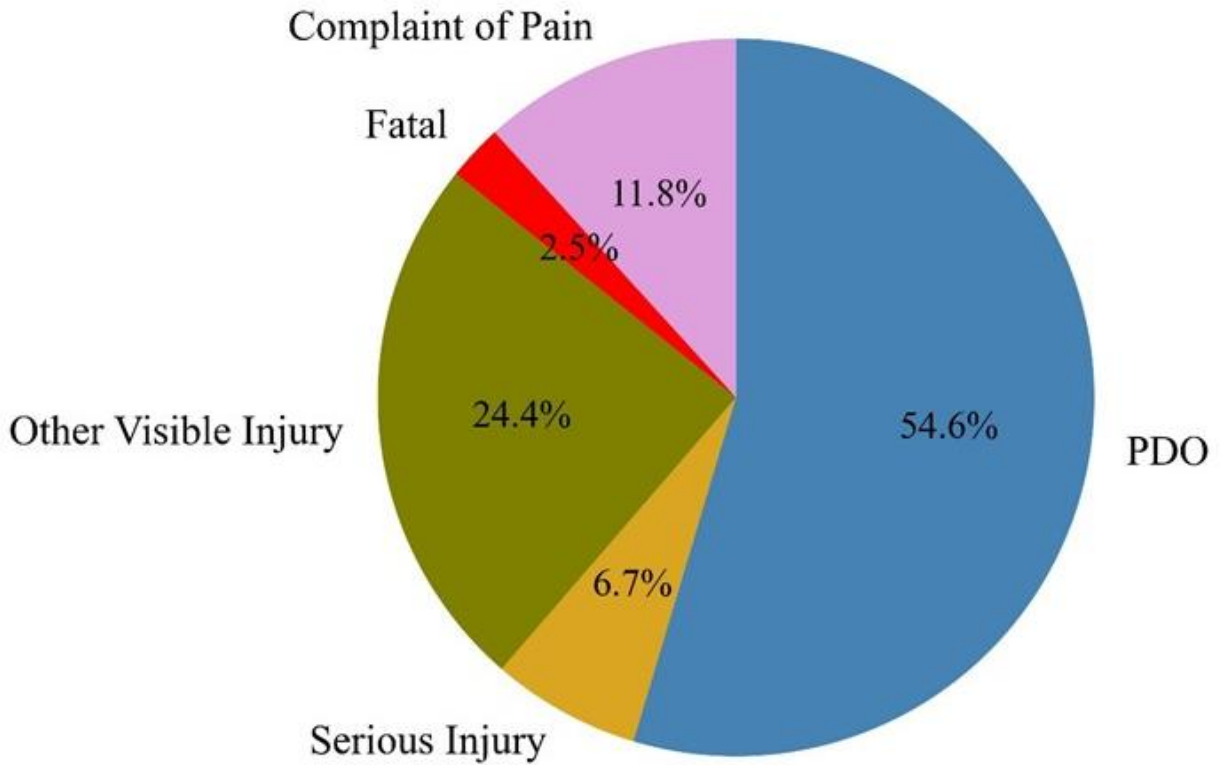
**Figure 5** shows the crash trends showing with the distinction between reported severity of crashes over the last five years. **Appendix A** contains detailed information for each reported incident.



**Figure 5. Crashes by Year and Severity**

The data show that total crashes declined sharply after 2021, falling from thirty-three (33) crashes in 2021 to thirteen (13) in 2022 and remaining relatively low in 2023 at fifteen (15). Crashes then increased to twenty-three (23) in 2024, and 2025 recorded thirty-four (34) crashes, the highest total in the period shown. Property-damage-only (PDO) crashes remain the largest share each year and continue to drive the overall totals. The presence of KSI crashes in most years indicates a consistent level of severe crashes, highlighting an ongoing safety concern for road users in the area. The stability of KSI crashes over time suggests that while overall crash numbers fluctuate, the severity of some incidents remains a critical issue.

Crash Severity distribution across all study period duration is presented in **Figure 5**. While fatal crashes represent a smaller percentage, their presence underscores the necessity of targeted interventions, such as speed reduction strategies, improved roadway lighting, and/or enhanced enforcement measures. 9.2% (11 out of 119) of total crashes resulted in fatal or severe injury. This shows a need for safety countermeasures to reduce crash severity.



*Figure 6. Crash Severity Distribution (All Years)*

### 3.1.2 CRASHES BY LOCATION

To support spatial analysis, all crash records were geocoded and mapped using GIS. *Figure 7* illustrates all 119 crashes within a half-mile vicinity of the tribal boundaries over 2021 - 2025. Many crashes are concentrated along the main roadway corridor of SR-20. The key locations of the crashes are: one (1) fatal crash was recorded northwest of the Tribe boundary along the SR-20 (~0.35 miles of Upper Lake Lucerne Rd), two (2) fatal and two (2) serious injury crashes reported along the same route and both less than 0.20 miles from Pomo Way, which is the entrance to the Robinson Rancheria Resort & Casino and the rest of the rancheria, and the Pomo Pumps entrance. Moderate and minor injury crashes are dispersed throughout the area, particularly along the SR-20 and Foothill Oaks Rd.

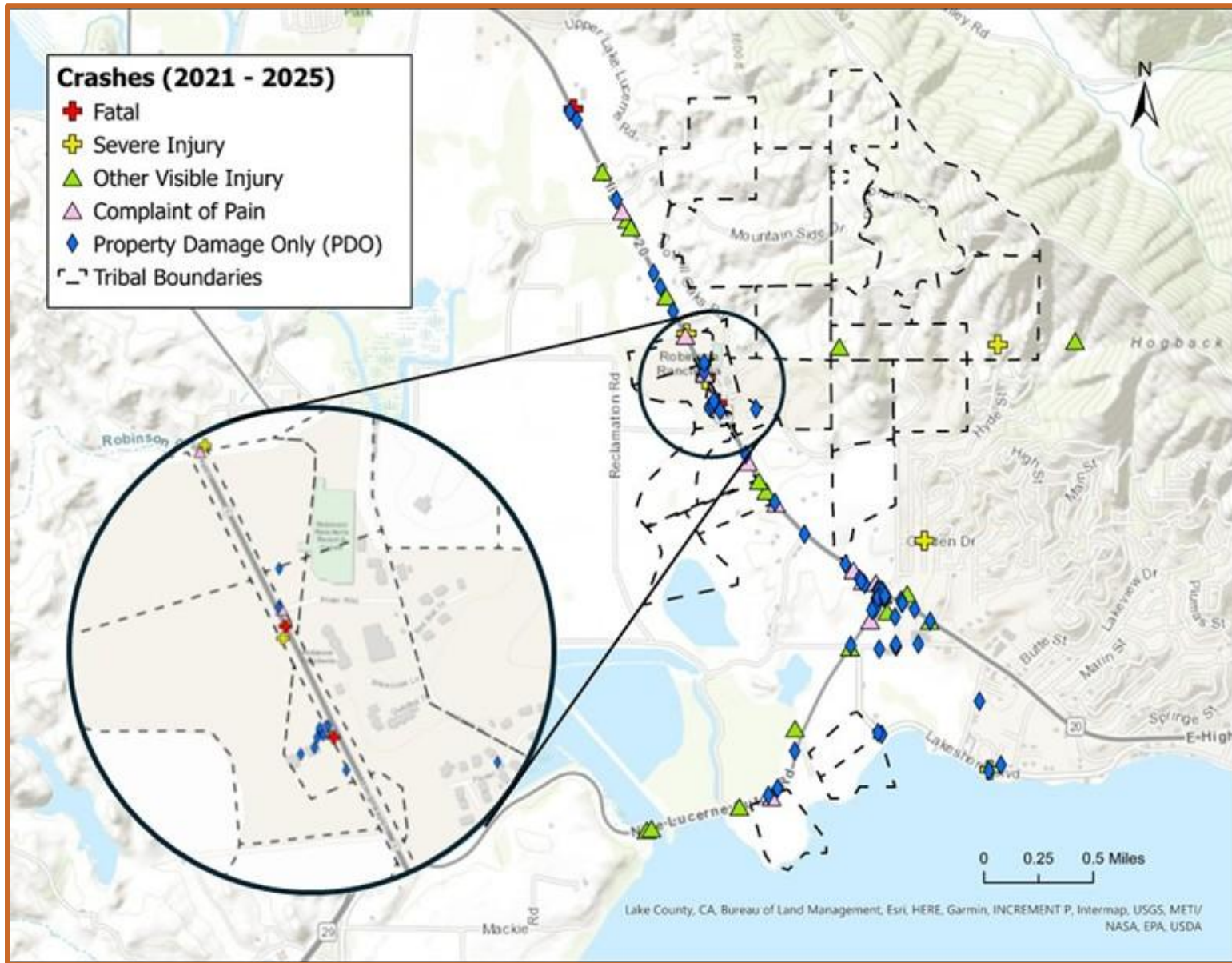


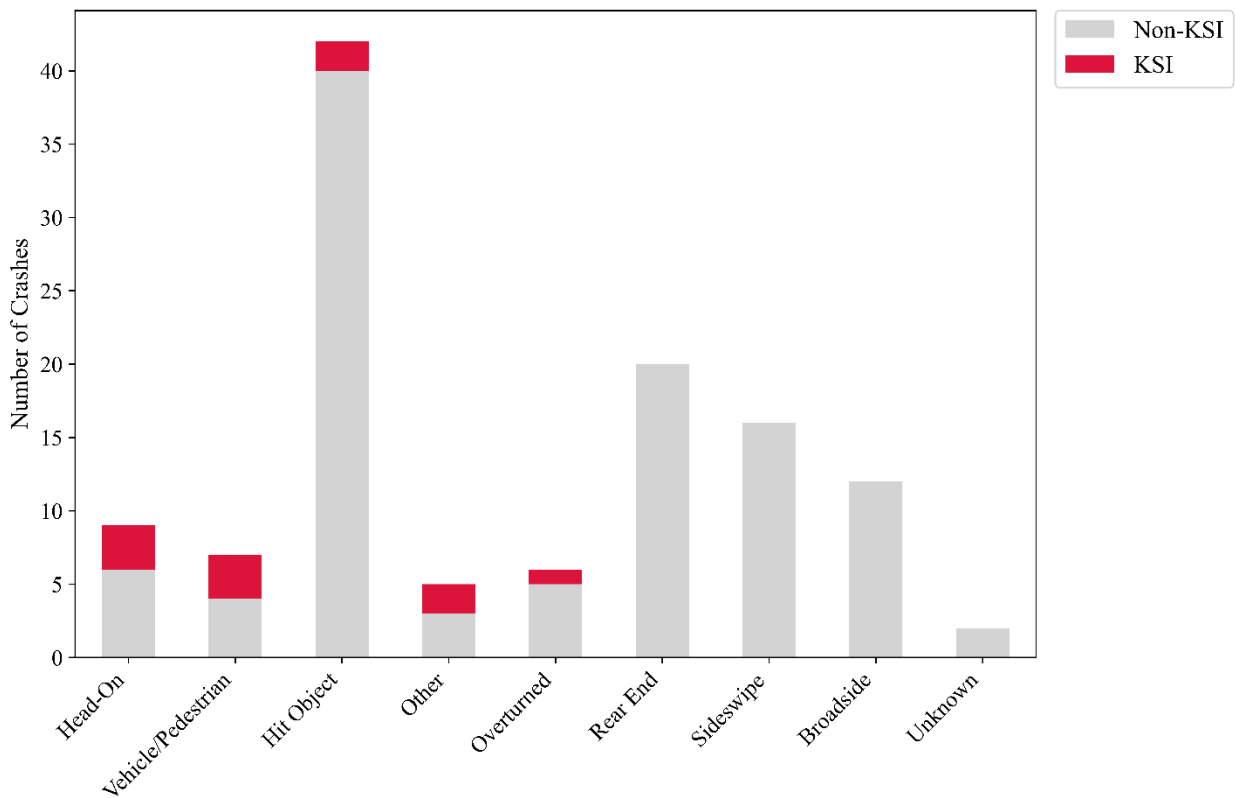
Figure 7. Historical Crash Locations and Severity

### 3.1.3 CRASHES BY TYPE

Crash types represent the general classification of a collision, determined by the initial event that caused injury or damage, as reported by law enforcement. These classifications focus on the parties involved and the nature of impact, as shown in [Figure 8](#).

The crash types identified in this analysis include:

- **Broadside:** A collision where one vehicle collides with the side of another, typically at a right angle.
- **Head-on:** A collision where the front of two vehicles collides directly.
- **Hit Object:** A collision where a vehicle strikes a stationary object (e.g., a median, tree, or pole)
- **Overtaken:** A collision where a vehicle tips onto its side or roof.
- **Rear End:** A collision where the front of one vehicles strikes the rear of another.
- **Sideswipe:** A collision where the sides of two vehicles make minimal contact while traveling in the same or opposite directions.
- **Vehicle/Pedestrian:** Collisions involve a motor vehicle and a pedestrian.
- **Other:** Collisions that do not fit into the above categories.
- **Unknown:** Crash type was not documented in the records.



**Figure 8. Crashes by Type**

The most frequent crash types in the study area are Hit Object, Rear End and Sideswipe collisions. Hit Object crashes are the most common overall and include a notable proportion (35.29%) of all crashes. Rear End and Head-on collisions also account for a significant share of serious crashes, each contributing to 16.81% and 13.45% of all crashes, respectively. Together, these three crash types make up 65.55% of crashes during the study period, which shows the need for targeted safety measures to address these patterns.

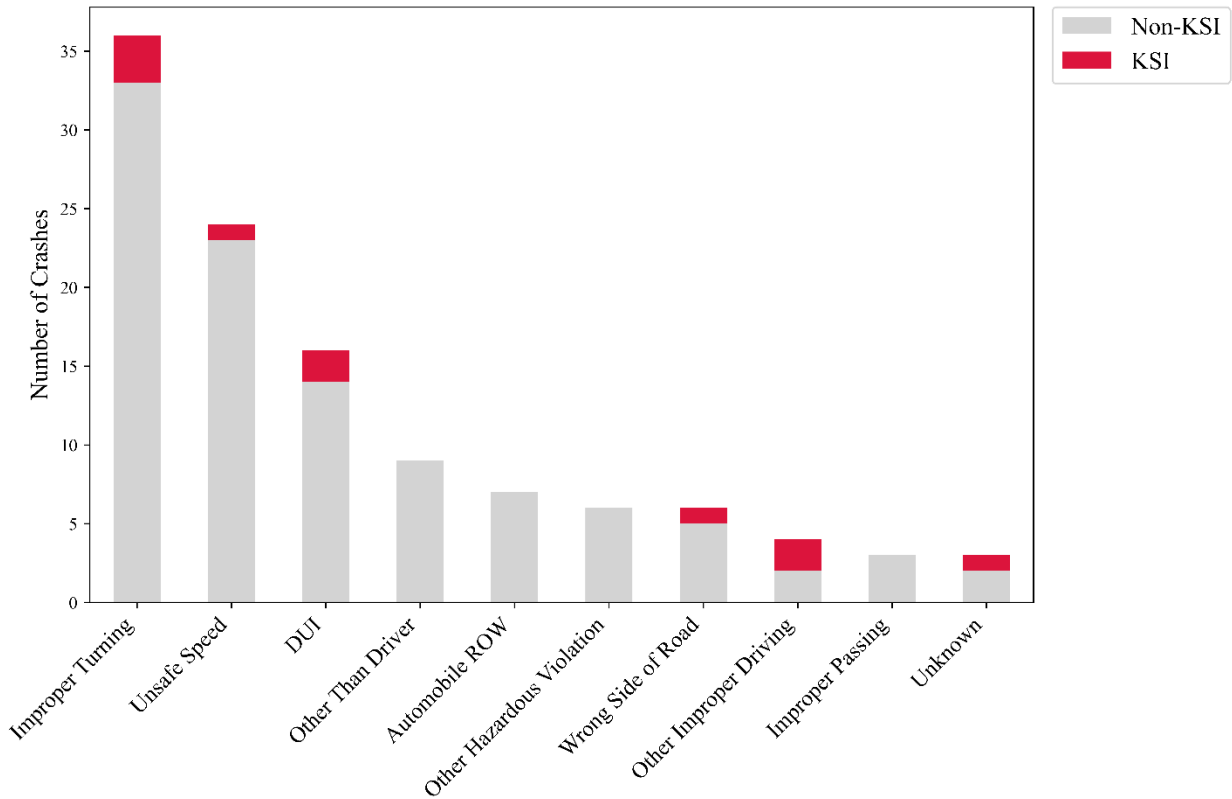
#### 3.1.4 CRASHES BY VIOLATION

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Primary Crash Factors (PCFs) represent generalized categories of circumstances contributing to traffic incidents, as identified and reported by law enforcement officers. These determinations are based on observable evidence or statements gathered at the scene and do not account for broader contextual or environmental factors (such as roadway design, infrastructure conditions, or systemic issues) that may have played a primary or contributing role in the crash.

The top ten (1) distinct PCFs were recorded among the 119 crashes in the study area from 2021 to 2025, as shown in [Figure 9](#). The identified PCFs are identified as below:

- **Unsafe Speed:** Crashes in which a driver traveled at a speed unsafe for prevailing conditions, regardless of whether the posted speed limit was exceeded. This includes speeding in adverse weather, traffic congestion, or roadway geometry that demands slower travel.
- **DUI:** Driving Under the Influence of alcohol or drugs, resulting in diminished reaction times, poor judgment, and impaired control of the vehicle.
- **Improper Turning:** Accidents caused by incorrect or unlawful turning maneuvers (illegal U-turns, failing to signal, turning from the wrong lane, or cutting across lanes).
- **Automobile Right of Way (ROW):** Collisions resulting from a driver's failure to yield, such as during left turns, at stop-controlled intersections, or when merging.
- **Other Than Driver:** Cases where the primary cause is attributed to factors beyond the driver's control (mechanical failure, animals in the roadway, or external hazards).
- **Wrong Side of Road:** Incidents where a vehicle traveled against the designated flow of traffic (driving on the wrong side of a divided roadway or entering via an exit ramp).
- **Pedestrian Violation:** Collisions caused by pedestrians failing to follow traffic rules, such as crossing against a signal or outside of designated crosswalks.
- **Improper Passing:** Collisions caused by unsafe or unlawful passing maneuvers, such as passing in a no-passing zone, passing on the shoulder, or attempting to pass when there is insufficient sight distance or clearance.
- **Other Hazardous Violation:** Collisions resulting from hazardous traffic law violations that do not fall into another named category, such as unsafe actions that create elevated risk to other road users or disregard roadway controls and conditions.
- **Other Improper Driving:** Crashes caused by improper driving behavior not specifically classified elsewhere, including careless or unsafe vehicle operation, poor lane discipline, or other driver errors contributing to the collision.
- **Unknown:** The primary factor could not be determined from the available report.



**Figure 9. Crashes by Violation**

The most frequently reported PCF is Improper Turning, accounting for thirty-six (36) crashes, of which three (3) resulted in a KSI incident. Unsafe Speed and DUI each account for twenty-four (24) and sixteen (16) crashes respectively; DUI shows a comparably higher severity profile, with two (2) KSI crashes, while Unsafe Speed includes one (1) KSI crash. Other Than Driver and Automobile ROW violations were reported in nine (9) and seven (7) crashes respectively, none of which resulted in KSI outcomes, which suggests these incidents tended to involve lower-impact conditions or effective crash-mitigation responses. Less frequent but notable are crashes attributed to Wrong Side of Road (six (6) crashes, one (1) resulting in a KSI outcome) and Other Improper Driving (four (4) crashes, two (2) being KSI), highlighting that even relatively rare violations can carry a high risk of severe injury or death.

The high frequency of crashes linked to Improper Turning, Unsafe Speed, and DUI indicates potential benefits from targeted enforcement, driver education campaigns, and roadway design countermeasures such as speed-calming treatments, intersection redesigns, and improved lane guidance. The disproportionately high severity associated with Wrong Side of Road and Pedestrian Violation crashes suggests a need for focused interventions in these categories, including better physical separation of opposing traffic streams, enhanced pedestrian crossing infrastructure, and public awareness campaigns on safe crossing practices.

Figure 10 illustrates the distribution of transportation modes involved in the 119 reported crashes. As defined in the TIMS codebook, the transportation modes are as follows:

- **Pedestrian-involved** crash: an incident where a pedestrian was struck by a vehicle,
- **Truck-involved** crash: an incident that involves a large truck,
- **bicycle-involved** and **motorcycle-involved** crashes: indicate the presence of a bicycle or motorcycle in the collision, respectively.
- **Other:** crashes involving passenger cars or other unspecified motor vehicles.

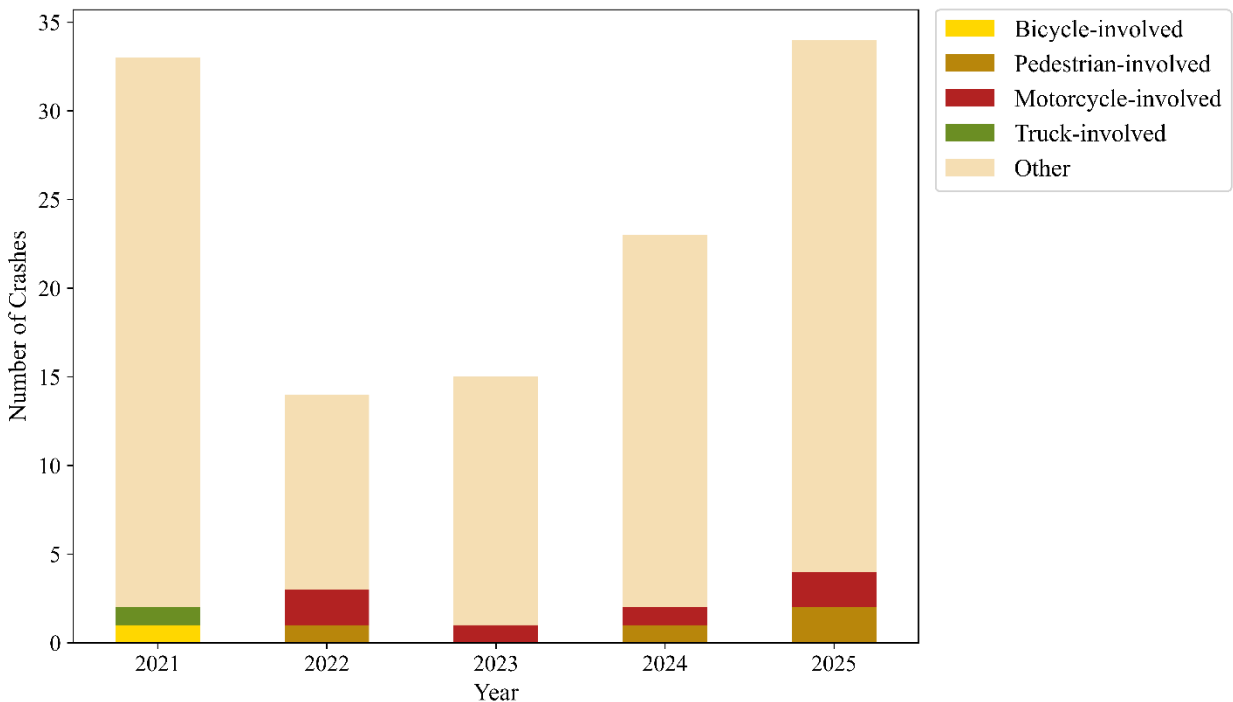


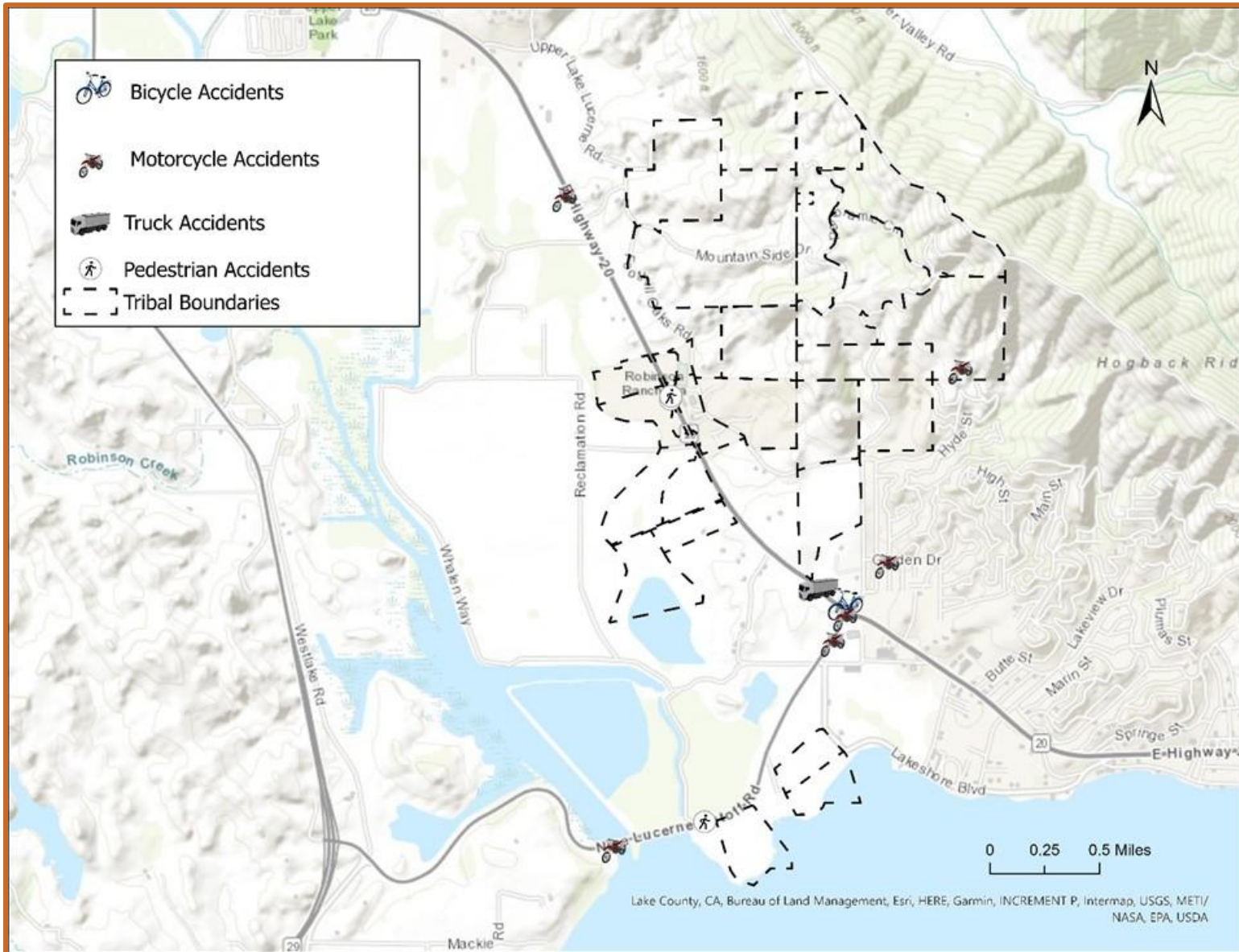
Figure 10. Crashes by Transportation Modes

Across the five-year period, Other (primarily passenger vehicle) crashes consistently hold the largest share of incidents. Notably, this category has the highest counts in 2021 and 2025, before declining in intermediate years. Truck-involved crashes were recorded in 2021, a relatively small share of total crashes but potentially carrying higher severity due to the nature of truck collisions. Pedestrian crashes occurred in 2022, 2024, and 2025, suggesting intermittent but ongoing risks for pedestrians. Bicycle crashes appear only in 2021, with no recorded occurrences in other years, which may reflect low exposure, seasonal variation, or underreporting. Lastly, motorcycle crashes emerged in the later years, specifically in 2022 through 2025.

The presence of pedestrian, bicycle, and motorcycle crashes, though less frequent, underscores the vulnerability of non-motorized and two-wheeled road users. The intermittent nature of these crash types of mask persistent safety risks, especially in areas lacking dedicated infrastructure. The absence of bicycle

and pedestrian crashes in the dataset does not necessarily indicate safety but may instead reflect low exposure or underreporting in these categories.

**Figure 11** shows the locations of the incidents involved with pedestrians, trucks, bicycles, or motorcycles.



**Figure 11. Locations of Crashes with Non-Vehicle Transportation Modes**

**Figure 12** presents the distribution of all 119 reported crashes across hourly intervals for each day of the week during the study period by severity and **Figure 13** shows the distribution by severity. Crashes are recorded throughout the day, but the figures show the clearest concentration during midday, late afternoon, and early evening rather than in a single late-night weekend period. The highest single-hour totals occur during 12:00 PM–1:00 PM on Sunday, 1:00 PM–2:00 PM on Friday, and 4:00 PM–5:00 PM on Thursday, each with four crashes. Additional elevated periods include 12:00 PM–1:00 PM on Saturday, 2:00 PM–3:00 PM on Wednesday, 6:00 PM–7:00 PM on Tuesday and Friday, 7:00 PM–8:00 PM on Friday, and 9:00 PM–10:00 PM on Thursday. Across the week as a whole, 4:00 PM–5:00 PM appears to be the busiest hour.

Severe crashes are relatively few, but they are concentrated in the afternoon and evening for fatal crashes, with evening and overnight serious-injury events. The fatal crashes shown in the scatter plot occur at approximately 3:15 PM on Wednesday, 1:30 PM on Friday, and 7:30 PM on Sunday. Serious injury crashes are more dispersed, occurring at roughly 2:15 AM and 10:30 PM on Wednesday, 3:45 AM and 6:45 PM on Saturday, 4:00 PM on Thursday, and 6:15 PM on Monday. This pattern suggests that severe outcomes are not limited to one narrow time window, although late afternoon and evening remain especially important periods for monitoring.

Morning crash activity is present but generally less concentrated, aside from a few localized clusters, particularly on Thursday between 5:00 AM and 8:00 AM. By contrast, the most consistent activity occurs from about 12:00 PM to 8:00 PM, especially on Thursday and Friday, with notable midday spikes on the weekend as well. Overall, the figures point to midday/afternoon and late afternoon/early evening as the primary high-risk periods, with a smaller number of severe crashes also occurring during overnight hours. These findings support targeted enforcement, visibility improvements, and other safety measures focused on the hours when crash frequency and severity are greatest.

Crash Counts by Hour of Day and Day of Week

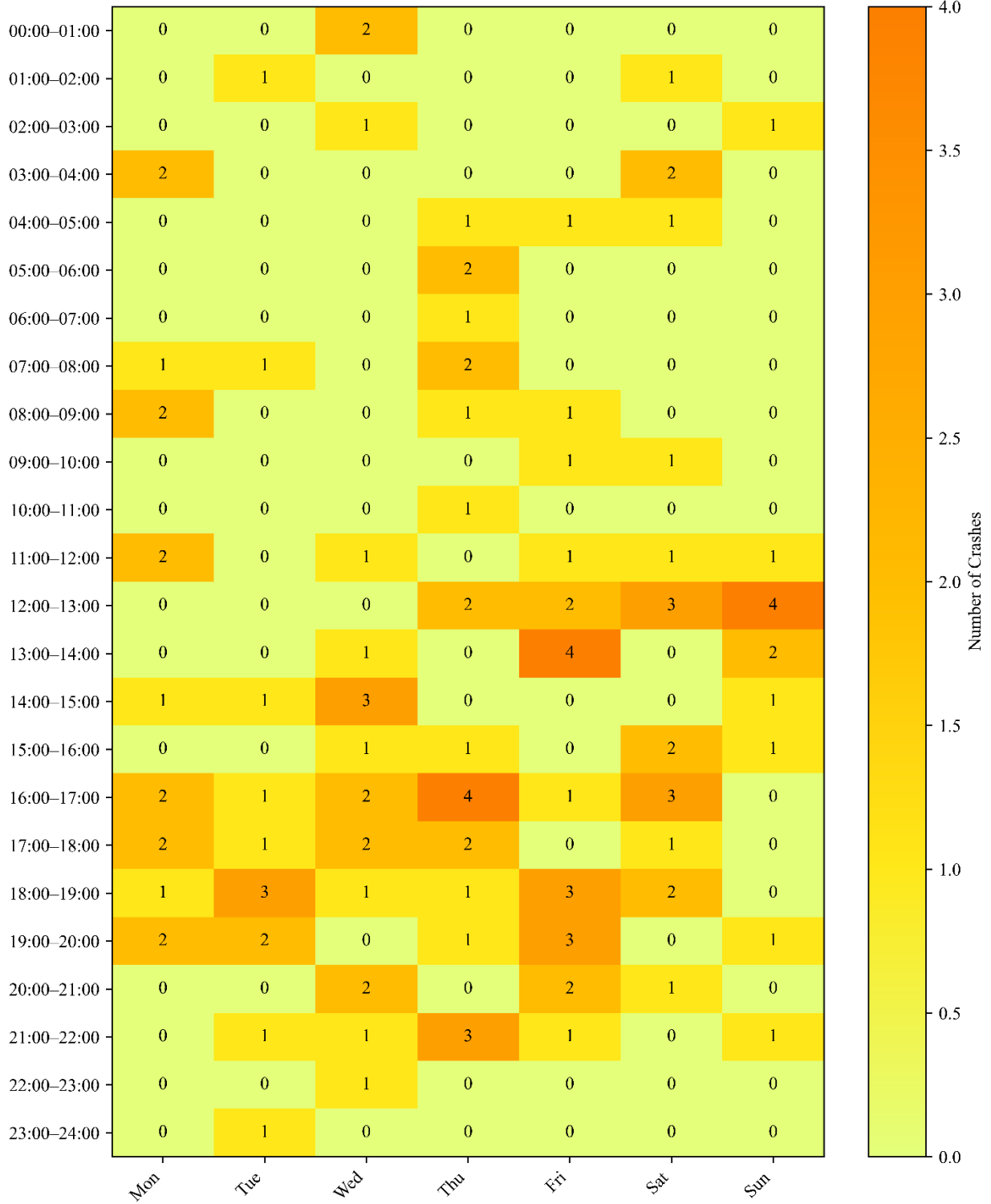


Figure 12. All Crashes by Time of Day and Day of Week

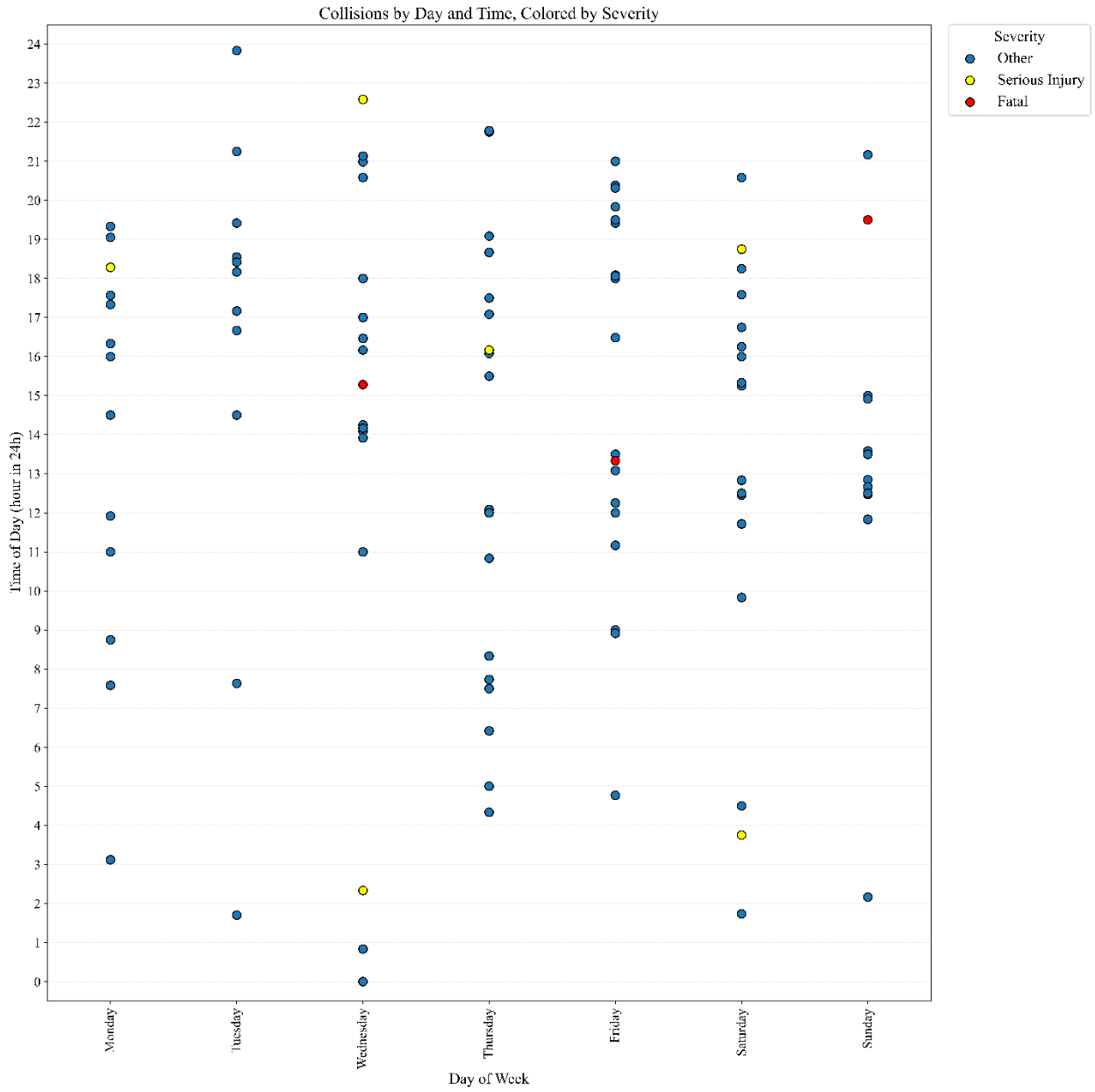


Figure 13. Crashes by Time of Day and Day of Week by Severity

### 3.1.1 HIGH INJURY NETWORK

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The High-Injury Network (HIN) for Robinson Rancheria is a data-driven map of roadway locations where KSI crashes are concentrated. The purpose of the HIN is twofold: first, to identify the corridors that account for a disproportionate share of severe harm so that engineering, enforcement, and education resources can be prioritized where they will have the greatest effect; and second, to provide Tribal leadership and partner agencies with a clear, shared list of candidate locations for near-term and longer-term safety projects within and around Tribal lands.

To reflect the distinct ways roads function, the roadway network was divided into uniform analysis units, and for each unit we computed measures that emphasize both severity and concentration: (1) the count of KSI crashes and (2) the density of KSI crashes normalized by segment length (KSI per mile). A combined performance measure was then used to rank locations. [Figure 14](#) presents the resulting HIN for Robinson Rancheria Tribal Area. The map shows a compact set of corridors that collectively account for a large share of crashes in the study area.

The HIN is the foundation for selecting projects in the near term and for shaping a pipeline of design and capital improvements. For corridors, typical countermeasures may include speed management (e.g., traffic calming, geometric speed reduction, high-friction surface treatments), access management, median refuge islands, lighting upgrades, and protected crossings. For intersections, measures may include protected turn phasing, sight-distance improvements, high-visibility crosswalks and advance stop/yield lines, curb radii reduction, approach speed reduction, and conflict-warning or red-light compliance treatments. Education and enforcement strategies, particularly those addressing speeding and impairment, should be targeted to the HIN to reinforce engineering changes.

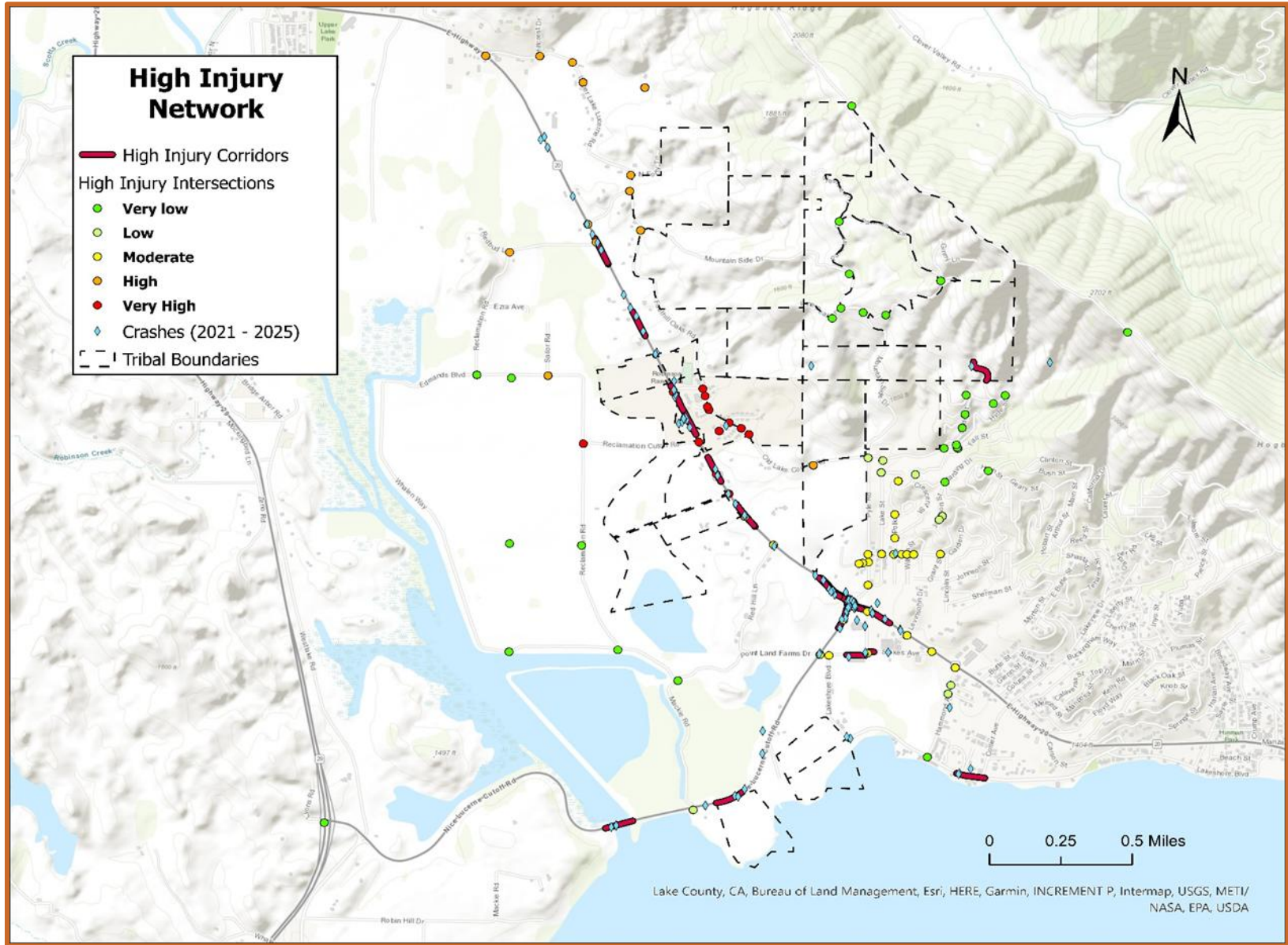


Figure 14. High Injury Network (HIN)

## 3.2 TRAFFIC PATTERNS ANALYSIS

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To provide an understanding of existing traffic patterns within the vicinity of the rancheria, traffic volume and speed survey data were collected by Quality Counts (QC) in August 2025 at the following thirteen (13) key roadway segments:

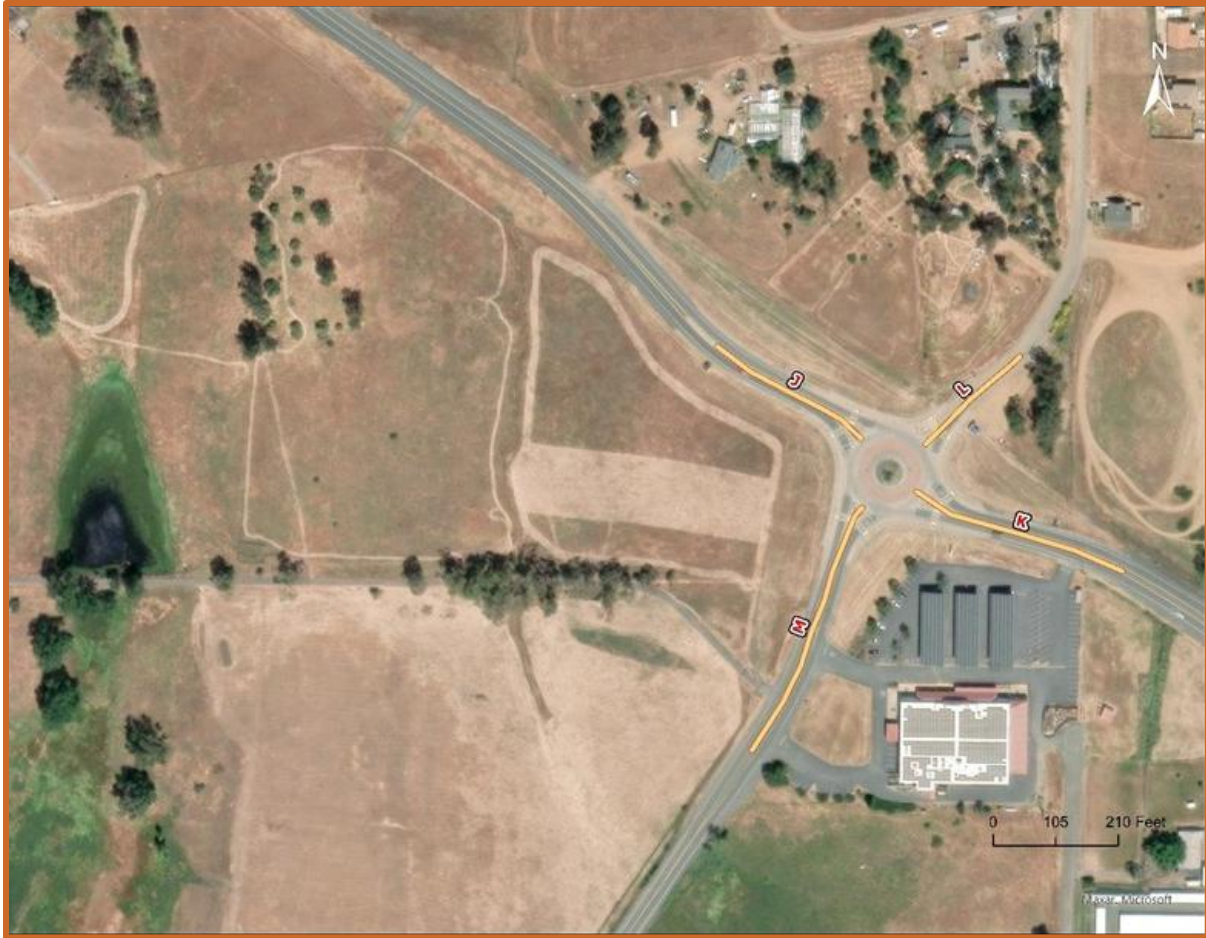
- A. SR-20, north of Pomo Way
- B. SR-20, south of Pomo Way
- C. Pomo Way, east of SR-20
- D. Pomo Way, between Casino Driveways
- E. Pomo Way, west of Acorn Drive
- F. Acorn Drive, north of Pomo Way
- G. Acorn Drive, south of Pomo Way
- H. SR-20, north of Pomo Pumps Driveway
- I. SR-20, south of Pomo Pumps Driveway
- J. SR-20, north of Pyle Road
- K. SR-20, south of Pyle Road
- L. Pyle Road, east of SR-20
- M. Nice-Lucerne Cutoff, west of SR-20

Segments A through I provide access to key Tribal locations, including the Robinson Rancheria Casino, Pomo Pumps, and the residential areas on the rancheria. Segments J through M are located around the SR-20/Pyle Road roundabout, which provides access to the local grocery store and leads to the City of Nice.

**Figure 15** illustrates the nine (9) key roadway segments near Robinson Rancheria, and **Figure 16** illustrates the four (4) key roadway segments surrounding the SR-20/Pyle Road roundabout, approximately one (1) mile south of the rancheria.



*Figure 15. Key Roadway Segment Vicinity Map Near Robinson Rancheria*



*Figure 16. Key Roadway Segment Vicinity Map Near SR-20/Pyle Road Roundabout*

### 3.2.1 DAILY TRAFFIC VOLUMES

The traffic volume data collected across the thirteen (13) key roadway segments within the rancheria's vicinity highlights varying levels of traffic demand across different corridors. [Table 1](#) provides a detailed summary of collected traffic volume data. The directional volume and total segment volume were analyzed to identify high-traffic corridors, low-volume local roads, and potential congestion points. [Appendix B](#) contains the detailed traffic volume counts.

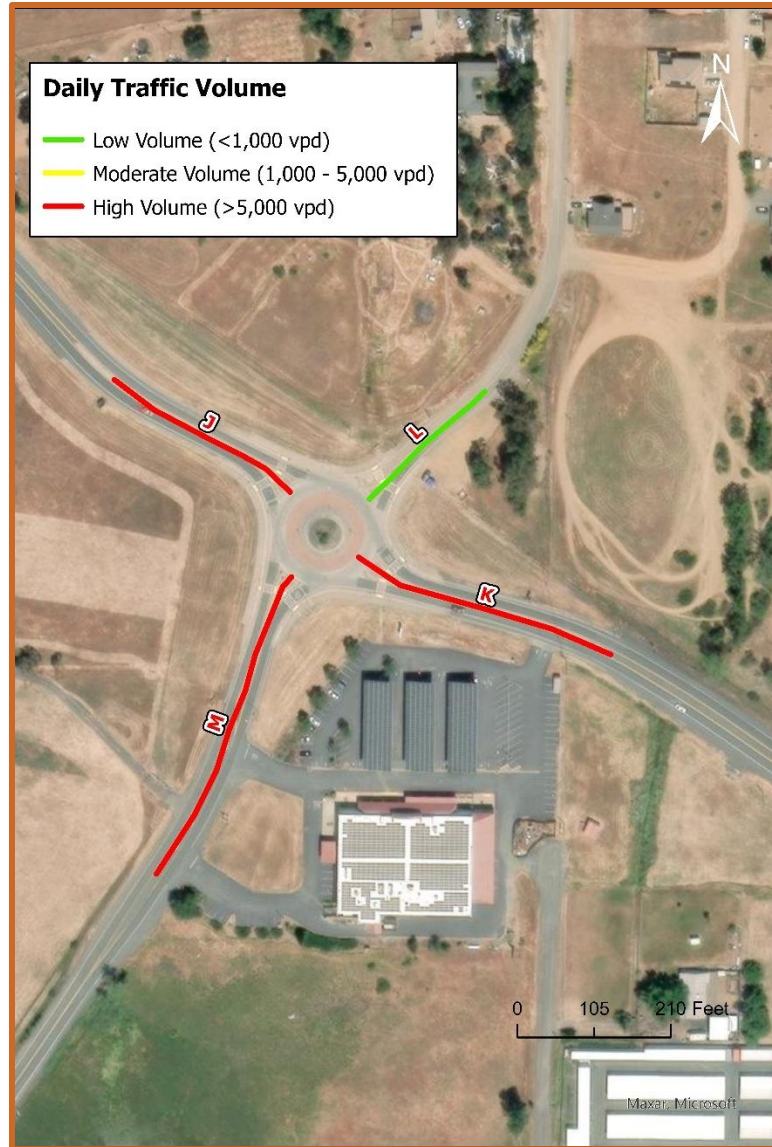
**Table 1. Daily Traffic Volume Data**

| Roadway Segment | Direction | Direction Volume | Segment Volume |
|-----------------|-----------|------------------|----------------|
| A               | NB        | 4,899            | 9,687          |
|                 | SB        | 4,788            |                |
| B               | NB        | 5,526            | 10,817         |
|                 | SB        | 5,291            |                |
| C               | EB        | 1,379            | 2,840          |
|                 | WB        | 1,461            |                |
| D               | EB        | 483              | 933            |
|                 | WB        | 450              |                |
| E               | EB        | 397              | 836            |
|                 | WB        | 439              |                |
| F               | NB        | 58               | 174            |
|                 | SB        | 116              |                |
| G               | NB        | 382              | 759            |
|                 | SB        | 377              |                |
| H               | NB        | 5,518            | 10,886         |
|                 | SB        | 5,368            |                |
| I               | NB        | 5,601            | 11,137         |
|                 | SB        | 5,536            |                |
| J               | NB        | 5,750            | 11,259         |
|                 | SB        | 5,509            |                |
| K               | NB        | 6,813            | 13,413         |
|                 | SB        | 6,600            |                |
| L               | EB        | 172              | 351            |
|                 | WB        | 179              |                |
| M               | EB        | 2,984            | 6,006          |
|                 | WB        | 3,022            |                |

To visually illustrate these traffic patterns, [Figure 17](#) and [Figure 18](#) present the traffic volume maps.



*Figure 17. Daily Traffic Volumes Near Robinson Rancheria*



**Figure 18. Daily Traffic Volumes Near SR-20/Pyle Road Roundabout**

Traffic volume plays a crucial role in determining potential safety risks, particularly in areas with high vehicle activity, turning movements, and pedestrian interactions. The map displays three categories of roadways based on traffic volume, consistent with the Pedestrian Safety Risk Evaluation form established by FHWA. Each category presents unique safety challenges that require tailored mitigation strategies.

Roadways with high traffic volume are primarily concentrated along SR-20, where vehicle activity is highly elevated. Frequent turning movements and vehicle congestion, as well as high vehicle interactions at driveways and intersections, may potentially contribute to incidents. Potential countermeasures include intersection safety enhancements, and/or improved lane configurations to ensure smooth traffic flow and reduce conflict points.

### 3.2.2 SPEED SURVEYS

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Speed surveys were conducted across the thirteen (13) key roadway segments within the rancheria's vicinity. The analysis focused on the 50th Percentile Speed (median speed) and the 85th Percentile Speed, which represents the speed at or below which 85% of vehicles are traveling and serves as a key metric for identifying potential speeding concerns.

#### 3.2.2.1 METHODOLOGY

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To accurately capture speed patterns and traffic volumes and provide a comprehensive understanding, advanced data collection techniques were used. Cameras were equipped at key roadway segments to capture both vehicle speed and volume data. These cameras continuously monitored vehicle movements and provided real-time data on speed and volume. The speed data was collected continuously for a 24-hour period along the thirteen (13) key roadway segments.

For the data collection and analysis approach, the following items are included:

- 24-Hour Speed and Volume Data Collection: Captured speed and volume data at 15-minute intervals to assess fluctuations throughout the day.
- Percentile Speed Analysis: Reported 50th Percentile Speed (Median Speed) and 85th Percentile Speed, which is a critical measure for identifying speeding trends.
- Speed Distribution Analysis: Analyzed the distribution of vehicles within specific speed bins (e.g., 11-20 mph, 21-30 mph, etc.) to identify peak speeding periods.
- Peak Hour Analysis: Identified the AM and PM peak periods with the highest traffic volume and average speed.
- Directional Data Segmentation: Collected data for both eastbound and westbound or northbound and southbound directions, depending on the roadway orientation.

Speed data was cross-referenced with historical crash data to identify correlations between speed patterns and high-risk locations.

Key Metrics Provided:

- 50<sup>th</sup> Percentile Speed (mph)
- 85<sup>th</sup> Percentile Speed (mph)
- 15-Minute Speed and Volume Data (24-hour period)
- Pace Speed (the range of speeds that contains the highest number of vehicles)
- Number of vehicles within the pace speed

This approach enables the development of targeted speed management strategies, such as enhanced signage, speed enforcement, and/or roadway design improvements.

3.2.2.2 SPEED SURVEY RESULTS

**Table 2** provides a detailed summary of the bidirectional speed survey results along the thirteen (13) key roadway segments. **Appendix C** contains the detailed speed data.

**Table 2. Speed Survey Summary**

| Segment Number | Speed Limit (mph) | Direction | 50th Percentile Speed (mph) | 85th Percentile Speed (mph) | Comment                    |
|----------------|-------------------|-----------|-----------------------------|-----------------------------|----------------------------|
| <b>A</b>       | 45                | NB        | 52                          | 59                          | Speeding Concern           |
|                |                   | SB        | 50                          | 57                          | Speeding Concern           |
| <b>B</b>       | 45                | NB        | 45                          | 53                          | Speeding Concern           |
|                |                   | SB        | 41                          | 49                          | Potential Speeding Concern |
| <b>C</b>       | 15                | EB        | 8                           | 14                          | No Concern                 |
|                |                   | WB        | 8                           | 15                          | No Concern                 |
| <b>D</b>       | 15                | EB        | 17                          | 23                          | Speeding Concern           |
|                |                   | WB        | 19                          | 24                          | Speeding Concern           |
| <b>E</b>       | 15                | EB        | 16                          | 20                          | Speeding Concern           |
|                |                   | WB        | 17                          | 21                          | Speeding Concern           |
| <b>F</b>       | 15                | NB        | 7                           | 13                          | No Concern                 |
|                |                   | SB        | 7                           | 12                          | No Concern                 |
| <b>G</b>       | 15                | NB        | 16                          | 19                          | Speeding Concern           |
|                |                   | SB        | 15                          | 19                          | Speeding Concern           |
| <b>H</b>       | 45                | NB        | 50                          | 58                          | Speeding Concern           |
|                |                   | SB        | 43                          | 52                          | Speeding Concern           |
| <b>I</b>       | 45                | NB        | 49                          | 57                          | Speeding Concern           |
|                |                   | SB        | 46                          | 54                          | Speeding Concern           |
| <b>J</b>       | 15                | NB        | 32                          | 35                          | Speeding Concern           |
|                |                   | SB        | 25                          | 29                          | Speeding Concern           |
| <b>K</b>       | 15                | NB        | 30                          | 34                          | Speeding Concern           |
|                |                   | SB        | 33                          | 38                          | Speeding Concern           |
| <b>L</b>       | 15                | EB        | 23                          | 28                          | Speeding Concern           |
|                |                   | WB        | 22                          | 27                          | Speeding Concern           |
| <b>M</b>       | 15                | EB        | 26                          | 31                          | Speeding Concern           |
|                |                   | WB        | 28                          | 34                          | Speeding Concern           |

Figure 19 and Figure 20 illustrate the speed patterns observed across the analyzed roadway segments, categorized based on the 85<sup>th</sup> percentile speed.



Figure 19. Daily Speed Survey Results Near Robinson Rancheria



*Figure 20. Daily Speed Survey Results Near SR-20/Pyle Road Roundabout*

The analysis highlights variations in speed trends based on roadway classification and posted speed limits. Key insights include:

- SR-20 near Robinson Rancheria (posted speed limit: 45 mph) – Speed data from Segments A, B, H and I indicate that 85<sup>th</sup> percentile speeds range between 49-59 mph. Both northbound and southbound traffic on these segments exhibit speeds above the posted limit, suggesting there may be a potential speeding concern that needs further review.
- Pomo Way (posted speed limit: 15 mph) – Segment C operates at or below the posted speed limit with 85<sup>th</sup> percentile speeds of 14-15 mph. Segments D and E show 85<sup>th</sup> percentile speeds of 20-24 mph, which is slightly higher than the posted speed limit.
- Acorn Drive (posted speed limit: 15 mph) – Segment F is generally compliant with 85<sup>th</sup> percentile speeds of 12-13 mph, while Segment G is slightly higher than the posted speed limit with 85<sup>th</sup> percentile speeds of 19 mph.
- SR-20 near Pyle Road (posted speed limit: 15 mph) – Segments J and K along SR-20 report 85<sup>th</sup> percentile speeds ranging from 29-38 mph. Segment L reports 85<sup>th</sup> percentile speeds of 27-28

mph, and Segment M reports 85<sup>th</sup> percentile speeds of 31-34 mph. All legs of the intersection show high approach speeds towards the roundabout.

### 3.3 NEAR-MISS ANALYSIS

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As noted previously, relying solely on historical crash data presents several limitations, particularly due to the lack of available crash records within the Tribal area. To address this data gap and take a more proactive approach to roadway safety, a Near-Miss Analysis was conducted.

Near-miss incidents are situations where no personal injury or property damage occurs, but there was a clear potential for such outcomes. By analyzing these events, the Tribe can take early, preventative action before more serious crashes occur. This method helps identify patterns and trends in near-miss incidents, allowing for the detection of potential hazards and opportunities for improvement within the Tribal areas.

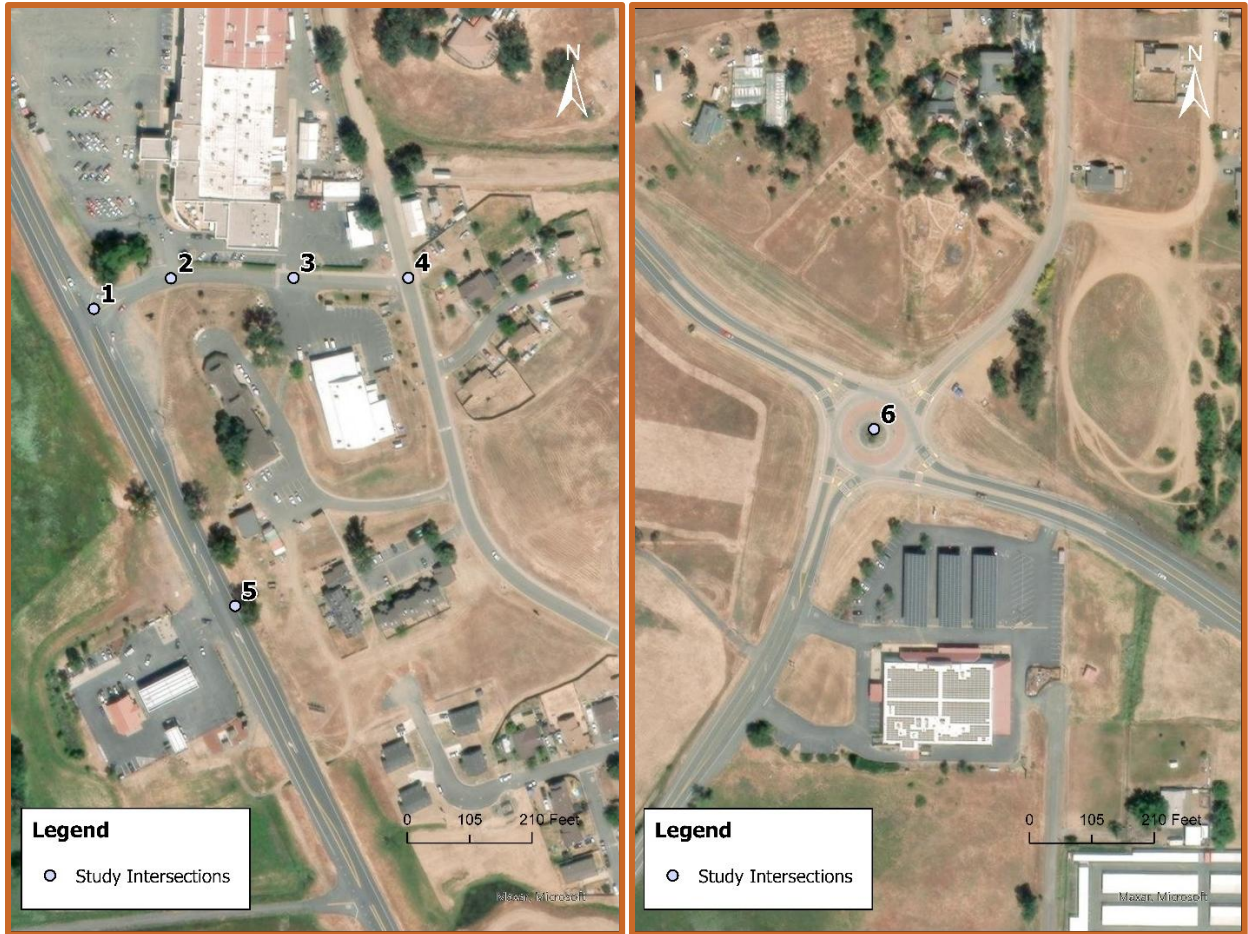
#### 3.3.1 DATA COLLECTION

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Quality Counts (QC) collected 24-hour video near-miss incident data collection and analysis using advanced video technology to evaluate roadway user interactions and assess current conditions. Cameras recorded activity at six (6) key intersections from 12:00 AM on Friday, August 22, 2025, to 12:00 AM on Saturday, August 23, 2025, the busiest time period on an average week per the Tribe, particularly around the casino resort. The six (6) key intersections are listed below:

1. SR-20 at Pomo Way
2. Robinson Rancheria Casino Driveway 1 at Pomo Way
3. Robinson Rancheria Casino Driveway 2 at Pomo Way
4. Acorn Drive at Pomo Way
5. SR-20 at Pomo Pumps Driveway
6. SR-20 at Pyle Road/Nice-Lucerne Cutoff

A vicinity map of the six (6) key intersections is provided in [Figure 21](#), and the data report is provided in [Appendix D](#).



*Figure 21. Key Intersection Vicinity Map*

The near-miss incidents data were collected in three categories: vehicle to vehicle conflicts, pedestrian to vehicle conflicts and bike to vehicle conflicts, and the data is collected for “0.0 – 1.5” second near-miss, “1.5 – 2.0” second near-miss, and “2.0 – 3.0” second near-miss. Overall, among the six (6) key intersections, near-miss incidents were detected at three (3) intersections.

### 3.3.2 VEHICLE TO VEHICLE CONFLICTS

As shown in **Table 3**, two (2) “0.0 – 1.5” seconds near-miss incidents were detected at the intersection of SR-20 at Pyle Road/Nice-Lucerne Cutoff. A total of four (4) “1.5 – 2.0” seconds near-miss incidents were detected at the intersection of SR-20 at Pomo Way and SR-20 at Pomo Pumps Driveway, with the latter intersection having a share of four (4) of the five (5) incidents. A total of forty-one (41) 2.0 – 3.0 seconds near-miss were detected among the three previously mentioned intersections. Of these, twenty-five (25) incidents occurred at the intersection of SR-20 at Pomo Way, fourteen (14) incidents occurred at the intersection of SR-20 at Pomo Pumps Driveway, and two (2) were detected at the intersection of SR-20 at Pyle Road/Nice-Lucerne Cutoff, marking these locations as potential hotspots for safety concerns.

**Table 3. Vehicle to Vehicle Conflicts**

| ID | Intersection Name                                | 0.0 - 1.5s | 1.5 - 2.0s | 2.0 - 3.0s |
|----|--|------------|------------|------------|
| 1  | SR-20 at Pomo Way                                | 0          | 1          | 25         |
| 2  | Robinson Rancheria Casino Driveway 1 at Pomo Way | 0          | 0          | 0          |
| 3  | Robinson Rancheria Casino Driveway 2 at Pomo Way | 0          | 0          | 0          |
| 4  | Acorn Dr at Pomo Way                             | 0          | 0          | 0          |
| 5  | SR-20 at Pomo Pumps Driveway                     | 0          | 4          | 14         |
| 6  | SR-20 at Pyle Road/Nice-Lucerne Cutoff           | 2          | 0          | 2          |

#### 3.3.2.1 “0.0 – 1.5” SECONDS NEAR-MISS INCIDENTS

Two (2) “0.0 – 1.5” seconds near-miss incidents were detected at the intersection of SR-20 at Pyle Road/Nice-Lucerne Cutoff. Both incidents involved a vehicle failing to yield to circulating traffic on the roundabout, as illustrated in **Figure 22**. Although there is signage and street markings at the entrance to the roundabout, the entering car failed to yield, which requires the circulating drive to adjust.



**Figure 22. Intersection #6 Vehicle-Vehicle Near-Miss Incident**

### 3.3.2.2 "1.5 – 2.0" SECONDS NEAR-MISS INCIDENTS

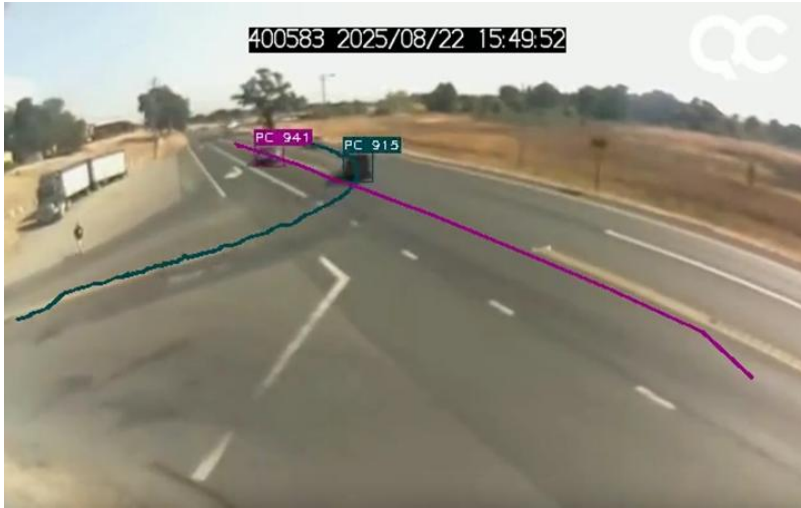


Figure 23. Intersection #1 Vehicle-Vehicle Near-Miss Incident

At the intersection of SR-20 at Pomo Way, one (1) "1.5 – 2.0" seconds near-miss incident was detected at the intersection, as shown in [Figure 23](#). This location serves as the primary access to the Robinson Rancheria Casino and the residential areas of the rancheria. The incident occurred when one vehicle exiting the rancheria attempted a left turn across the path of an oncoming vehicle traveling straight along SR-20 through the intersection, creating a potential collision risk. As noted previously, speeds along SR-20 near this intersection range from 49-59 mph in

both the northbound and southbound directions. Contributing factors may have included vehicle speed and/or limited gap acceptance.

The remaining four (4) "1.5 – 2.0" seconds near-miss incidents were detected at the intersection of SR-20 at Pomo Pumps Driveway. All four (4) incidents occurred when one vehicle exiting Pomo Pumps attempted a left turn across the path of an oncoming vehicle traveling straight along SR-20, as shown in [Figure 27](#). This location serves as the only access to the Pomo Pumps gas station. Contributing factors may have included vehicle speed and/or limited gap acceptance.



Figure 24. Intersection #5 Vehicle-Vehicle Near-Miss Incident

3.3.2.3 “2.0 – 3.0” SECONDS NEAR-MISS INCIDENTS

At the intersection of SR-20 at Pomo Way, twenty-five (25) “2.0 – 3.0” seconds near-miss incidents were detected. In addition to left-turning vehicles exiting the rancheria noted in the previous section, conflicts involving left-turning vehicles entering the rancheria were also recorded, as illustrated in *Figure 25*.



*Figure 25. Intersection #1 Vehicle-Vehicle Near-Miss Incident*

Additionally, fourteen (14) near-miss incidents were recorded at the intersection of SR-20 at Pomo Pumps and two (2) near-miss incidents were recorded at the intersection of SR-20 at Pyle Road/Nice-Lucerne Cutoff.

3.3.3 VEHICLE TO PEDESTRIAN CONFLICTS

As shown in *Table 4*, one (1) “0.0 – 1.5” seconds near-miss incident was detected at the intersection of SR-20 at Pomo Pumps Driveway. A total of two (2) “1.5 – 2.0” seconds near-miss incidents were detected at the intersections of SR-20 at Pomo Pumps Driveway and SR-20 at Pyle Road/Nice-Lucerne Cutoff. An additional two (2) “2.0 – 3.0” seconds near-miss incidents were detected at the intersection of SR-20 at Pyle Road/Nice-Lucerne Cutoff.

*Table 4. Vehicle to Pedestrian Conflicts*

| ID | Intersection Name                                | 0.0 - 1.5s | 1.5 - 2.0s | 2.0 - 3.0s |
|----|--|------------|------------|------------|
| 1  | SR-20 at Pomo Way                                | 0          | 0          | 0          |
| 2  | Robinson Rancheria Casino Driveway 1 at Pomo Way | 0          | 0          | 0          |
| 3  | Robinson Rancheria Casino Driveway 2 at Pomo Way | 0          | 0          | 0          |
| 4  | Acorn Dr at Pomo Way                             | 0          | 0          | 0          |
| 5  | SR-20 at Pomo Pumps Driveway                     | 1          | 1          | 0          |
| 6  | SR-20 at Pyle Road/Nice-Lucerne Cutoff           | 0          | 1          | 2          |

### 3.3.3.1 "0.0 – 1.5" SECONDS NEAR-MISS INCIDENTS



Figure 26. Intersection #5 Vehicle-Pedestrian Near-Miss Incident

As shown in **Figure 26**, at approximately 1:45 PM on August 22, 2025, a person was observed attempting to cross SR-20 at the Pomo Pumps Driveway as a vehicle passed nearby. A closer review of the site highlights the absence of designated pedestrian infrastructure, such as sidewalks, crosswalks, refuge, or pedestrian signals, and reveals minimal space for walking or waiting safely. This corridor operates as a high-speed rural roadway with little to no traffic calming measures in place. Consequently, vehicles may be traveling at elevated speeds,

increasing the risk of vehicle-pedestrian conflicts. Supporting this concern, collected speed data indicates that the 85th percentile speed of both northbound and southbound traffic reaches 49-59 mph, which is well above typical safe speeds for pedestrian interaction.

Additionally, one (1) near-miss incident was recorded at the intersection of SR-20 at Pyle Road/Nice-Lucerne Cutoff.

### 3.3.3.2 "1.5 – 2.0" SECONDS NEAR-MISS INCIDENTS

Two (2) near-miss incidents were recorded at the intersection of SR-20 at Pyle Road/Nice-Lucerne Cutoff. Both incidents involved a pedestrian and vehicle exiting the roundabout, as shown in **Figure 27**. In both cases, the exiting drivers enter the conflict zone at the crosswalk. Contributing factors may have included vehicle speed and/or limited gap acceptance.



Figure 27. Intersection #6 Vehicle-Pedestrian Near-Miss Incident

### 3.3.4 VEHICLE TO BICYCLE CONFLICTS

As shown in **Table 5**, no bike-to-vehicle conflicts were detected during the 24-hour observation period. This may indicate that the area is not accommodating or attractive to bicycle travelers. The absence of dedicated bicycle infrastructure, such as bike lanes, signage, or shared-use paths, may be a contributing factor to the lack of bicycle activity.

**Table 5. Vehicle to Bicycle Conflicts**

| ID | Intersection Name                                | 0.0 - 1.5s | 1.5 - 2.0s | 2.0 - 3.0s |
|----|--|------------|------------|------------|
| 1  | SR-20 at Pomo Way                                | 0          | 0          | 0          |
| 2  | Robinson Rancheria Casino Driveway 1 at Pomo Way | 0          | 0          | 0          |
| 3  | Robinson Rancheria Casino Driveway 2 at Pomo Way | 0          | 0          | 0          |
| 4  | Acorn Dr at Pomo Way                             | 0          | 0          | 0          |
| 5  | SR-20 at Pomo Pumps Driveway                     | 0          | 0          | 0          |
| 6  | SR-20 at Pyle Road/Nice-Lucerne Cutoff           | 0          | 0          | 0          |

## 3.4 PEDESTRIAN SAFETY RISK EVALUATION

To enhance pedestrian safety within and the vicinity of the rancheria, the project team conducted a comprehensive pedestrian safety risk evaluation at the six (6) key intersections. Due to the limited availability of crash data in many Tribal areas, a proactive approach was adopted to identify potential safety risks and prioritize countermeasures. This evaluation employed the FHWA Pedestrian Safety Risk Evaluation Tool, a tool that utilizes structured methodology designed to systematically assess key factors influencing pedestrian safety and inform data-driven decision-making.

### 3.4.1 METHODOLOGY

The pedestrian safety risk evaluation applied a standardized approach to assess the relative safety risks at each location. This evaluation utilized the Pedestrian Safety Risk Evaluation Tool, developed as a resource for Tribal communities to assess pedestrian safety conditions. This tool, detailed further at the Tribal Transportation Safety Initiative<sup>3</sup>, incorporates national crash data analysis to identify risk factors commonly associated with pedestrian crashes. The evaluation considers thirteen (13) factors categorized into three primary groups:

1. Location and Environmental Factors:
  - Proximity to land uses or pedestrian attractors.
  - Operating environment.
  - Pedestrian crossing distance.
  - Lighting condition at vehicle-pedestrian conflict areas.
  - Vehicle speed (posted speed limit).
  - Pedestrian exposure to vehicles and vehicle traffic on the roadway (average daily traffic).
  - Pedestrian activity.

<sup>3</sup> Source: <https://www.tribalsafety.org/ped-study>

2. Infrastructure Factors:

- Presence of pedestrian facilities.
- Paved shoulder width.
- Median type.

3. Other:

- Prior vehicle-to-pedestrian crashes (or near misses) within the last 5 years.
- Availability of public safety services.
- Project scale and complexity.

A risk score was assigned to each factor using predefined scoring criteria, and the individual scores were aggregated to calculate the total Pedestrian Safety Risk Score for each location. This approach allows Tribal communities to systematically assess risk levels and prioritize appropriate safety countermeasures.

3.4.2 RESULTS

Tribal staff provided input information, including posted speed limits. Additional inputs, such as historical crash data, near-miss incidents, and pedestrian activity information have already been supplied from previous safety analysis efforts. The detailed Pedestrian Risk Score Summary for each location is presented in [Table 6. Pedestrian Risk Score Summary](#)

|          | Score Scale  | Intersection Approach |   |   |   |   |   |   |   |   |    |    |    |    |    |    |
|----------|--|-----------------------|---|---|---|---|---|---|---|---|----|----|----|----|----|----|
|          |  | 1                     | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|          | 8 = < ¼ mile to residential/commercial land uses<br>2 = ¼ to ½ mile<br>1 = ½ to 1 mile<br>0 = > 1 mile | 8                     | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8  | 8  | 8  | 8  | 8  | 8  |
|          | 4 = 6+ lanes<br>3 = 4-5 lane undivided<br>2 = 2-3 lane undivided<br>1 = 4-lane divided                 | 2                     | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2  | 2  | 2  | 2  | 2  | 2  |
| Distance | 4 = > 73 ft<br>3 = 51-72 ft<br>2 = 34-50 ft<br>1 = < 34 ft   | 3                     | 3 | 3 | 3 | 3 | 4 | 2 | 1 | 1 | 3  | 3  | 4  | 1  | 1  | 1  |
|          | 2 = No lighting<br>1 = Inadequate lighting<br>0 = Adequate lighting                                    | 2                     | 2 | 2 | 0 | 0 | 1 | 1 | 1 | 1 | 1  | 1  | 1  | 0  | 0  | 0  |
|          | 8 = > 50 MPH<br>4 = 40-45 MPH  | 4                     | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4  | 4  | 0  | 0  | 0  | 0  |

|  |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |
|--|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|--|
| 1 = 30-35 MPH<br>0 = < 25 MPH  |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |
| 4 = > 25,000 ADT<br>3 = 5,001-25,000 ADT<br>2 = 1,001-5,000 ADT<br>1 = < 1,000 ADT             | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 2 | 1 | 3 | 3 | 3 |  |  |
| 4 = High<br>2 = Low<br>0 = None  | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |  |  |
| 8 = No facilities<br>4 = Some facilities<br>1 = Adequate facilities<br>0 = Enhanced facilities | 4 | 4 | 8 | 8 | 4 | 8 | 4 | 4 | 8 | 8 | 8 | 8 | 1 | 1 | 1 |  |  |

. contains the detailed pedestrian safety risk evaluation forms for each location-direction pair in the list below:

1. Pomo Way & SR-20 (Northbound)
2. Pomo Way & SR-20 (Southbound)
3. Pomo Way & SR-20 (Westbound)
4. Pomo Way & Casino (Driveway 1 – near SR-20)
5. Pomo Way & Casino (Driveway 2 – Near Acorn Drive - Northbound)
6. Pomo Way & Casino (Driveway 2 – Near Acorn Drive - Southbound)
7. Pomo Way & Acorn Drive (Eastbound)
8. Pomo Way & Acorn Drive (Northbound)
9. Pomo Way & Acorn Drive (Southbound)
10. Pomo Pumps & SR-20 (Northbound)
11. Pomo Pumps & SR-20 (Southbound)
12. Pomo Pumps & SR-20 (Westbound)
13. Roundabout, SR-20 North to Pyle Rd (SR-20 Northbound)
14. Roundabout, SR-20 North to Pyle Rd (Pyle Rd)
15. Roundabout, SR-20 South to Nice-Lucerne Cutoff (SR-20 South)
16. Roundabout, SR-20 South to Nice-Lucerne Cutoff (Nice-Lucerne Cutoff)
17. Roundabout, Nice-Lucerne Cutoff to SR-20 South (SR-20 South)
18. Roundabout, Nice-Lucerne Cutoff to SR-20 South (Nice-Lucerne Cutoff)
19. Roundabout, Pyle Rd to SR-20 North (SR-20 North)
20. Roundabout, Pyle Rd to SR-20 North (Pyle Rd)

The evaluation utilized a scoring system based on key safety factors, including the risk factor mentioned above. Each intersection was assigned a total risk score and categorized into one of three risk levels, with lower scores indicating lower risk and higher scores indicating higher risk:

- Low Risk (7 - 25) – Minimal safety concerns for pedestrians.
- Medium Risk (26 - 43) – Moderate risk, indicating areas with potential pedestrian safety deficiencies.
- High Risk (44 - 62) – High-priority locations requiring potential proactive safety improvements or further studies.

Based on [Table 6. Pedestrian Risk Score Summary](#)

|          | Score Scale  | Intersection Approach |   |   |   |   |   |   |   |   |    |    |    |    |    |    |
|----------|--|-----------------------|---|---|---|---|---|---|---|---|----|----|----|----|----|----|
|          |  | 1                     | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|          | 8 = < ¼ mile to residential/commercial land uses<br>2 = ¼ to ½ mile<br>1 = ½ to 1 mile<br>0 = > 1 mile | 8                     | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8  | 8  | 8  | 8  | 8  | 8  |
|          | 4 = 6+ lanes<br>3 = 4-5 lane undivided<br>2 = 2-3 lane undivided<br>1 = 4-lane divided                 | 2                     | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2  | 2  | 2  | 2  | 2  | 2  |
| Distance | 4 = > 73 ft<br>3 = 51-72 ft<br>2 = 34-50 ft<br>1 = < 34 ft   | 3                     | 3 | 3 | 3 | 3 | 4 | 2 | 1 | 1 | 3  | 3  | 4  | 1  | 1  | 1  |
|          | 2 = No lighting<br>1 = Inadequate lighting<br>0 = Adequate lighting                                    | 2                     | 2 | 2 | 0 | 0 | 1 | 1 | 1 | 1 | 1  | 1  | 1  | 0  | 0  | 0  |
|          | 8 = > 50 MPH<br>4 = 40-45 MPH<br>1 = 30-35 MPH<br>0 = < 25 MPH   | 4                     | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4  | 4  | 0  | 0  | 0  | 0  |
|          | 4 = > 25,000 ADT<br>3 = 5,001-25,000 ADT<br>2 = 1,001-5,000 ADT<br>1 = < 1,000 ADT                     | 2                     | 2 | 2 | 1 | 1 | 1 | 1 | 2 | 1 | 2  | 2  | 1  | 3  | 3  | 3  |
|          | 4 = High<br>2 = Low<br>0 = None  | 4                     | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4  | 4  | 4  | 4  | 4  | 4  |

|  |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|--|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8 = No facilities<br>4 = Some facilities<br>1 = Adequate facilities<br>0 = Enhanced facilities | 4 | 4 | 8 | 8 | 4 | 8 | 4 | 4 | 8 | 8 | 8 | 8 | 1 | 1 | 1 |
|--|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

, all the intersections are medium to high pedestrian risk across study intersections. Most intersection approaches (18 out of 20) fell within the Medium Risk category (ranging from 32 - 43 points), suggesting notable pedestrian safety concerns that warrant potential targeted countermeasures and/or additional studies. The intersection of SR-20 at Pomo Pumps Driveway in both directions was classified as High Risk (44 points), requiring potential proactive safety improvements or further investigation due to multiple contributing risk factors.

Some common factors contribute to high-risk scores. All the intersections are located within ¼ mile of commercial areas, indicating a significant potential for pedestrian activity. However, inadequate lighting conditions, limited pedestrian accommodation, limited or narrow paved shoulder width, and no roadway median are the primary risk factors contributing to higher scores.

Lighting deficiencies are targeted rather than universal: three (3) intersection approaches have no lighting and seven (7) have inadequate lighting, and seven (7) out of the remaining seventeen (17) are inadequately lit. The largest gap is the pedestrian infrastructure, twelve(12) intersections lack adequate facilities (seven (7) with no facilities and five (5) with only some), making this the dominant safety concern. Shoulder width is highly variable; seven (7) locations provide ≤1 ft of paved shoulder, limiting pedestrian refuge and pushing people closer to traffic where sidewalks are absent. Median treatments are present at most sites (nine (9) earth medians and eight (8) refuge islands), but three (3) intersections lack any median, increasing exposure where traffic volumes or crossing distances are higher. Crossing distance issues are concentrated at a few locations, two (2) intersections require >73 ft crossings and several sit in the 51–72 ft range, conditions that coincide with 40–45 mph posted speeds at four (4) intersections. Overall, all twenty (20) locations fall in the Medium risk band (scores 26–41) at a minimum, driven by high pedestrian activity, proximity to nearby land uses, and facility gaps, despite generally lower posted speeds at most intersections and <15-minute emergency response times. As mentioned before, all intersections fall into the medium- to high-risk category, highlighting the need for enhanced pedestrian infrastructure, traffic calming measures, and/or improved lighting.

Worksheets presenting a detailed breakdown of each intersection’s risk factors, scoring methodology, and evaluation criteria are provided in [Appendix E](#). This appendix serves as a comprehensive reference for identifying priority locations for pedestrian safety enhancements and guiding the selection of targeted countermeasures to reduce pedestrian-related risks.

Table 6. Pedestrian Risk Score Summary<sup>4</sup>

| Factor                                   | Score Scale  | Intersection Approach |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
|--|--|-----------------------|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|
|  |  | 1                     | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| <b>Land uses</b>                         | 8 = < ¼ mile to residential/commercial land uses<br>2 = ¼ to ½ mile<br>1 = ½ to 1 mile<br>0 = > 1 mile | 8                     | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8  | 8  | 8  | 8  | 8  | 8  | 8  | 8  | 8  | 8  | 8  |
| <b>Environment</b>                       | 4 = 6+ lanes<br>3 = 4-5 lane undivided<br>2 = 2-3 lane undivided<br>1 = 4-lane divided                 | 2                     | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2  | 2  | 2  | 2  | 2  | 2  | 2  | 2  | 2  | 2  | 2  |
| <b>Pedestrian crossing distance</b>      | 4 = > 73 ft<br>3 = 51-72 ft<br>2 = 34-50 ft<br>1 = < 34 ft   | 3                     | 3 | 3 | 3 | 3 | 4 | 2 | 1 | 1 | 3  | 3  | 4  | 1  | 1  | 1  | 1  | 1  | 1  | 1  | 1  |
| <b>Lighting condition</b>                | 2 = No lighting<br>1 = Inadequate lighting<br>0 = Adequate lighting                                    | 2                     | 2 | 2 | 0 | 0 | 1 | 1 | 1 | 1 | 1  | 1  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  |
| <b>Posted speed limit</b>                | 8 = > 50 MPH<br>4 = 40-45 MPH<br>1 = 30-35 MPH<br>0 = < 25 MPH   | 4                     | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4  | 4  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  |
| <b>Average daily traffic</b>             | 4 = > 25,000 ADT<br>3 = 5,001-25,000 ADT<br>2 = 1,001-5,000 ADT<br>1 = < 1,000 ADT                     | 2                     | 2 | 2 | 1 | 1 | 1 | 1 | 2 | 1 | 2  | 2  | 1  | 3  | 3  | 3  | 3  | 3  | 3  | 3  | 3  |
| <b>Pedestrian activity</b>               | 4 = High<br>2 = Low<br>0 = None  | 4                     | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4  | 4  | 4  | 4  | 4  | 4  | 4  | 4  | 4  | 4  | 4  |
| <b>Presence of pedestrian facilities</b> | 8 = No facilities<br>4 = Some facilities<br>1 = Adequate facilities<br>0 = Enhanced facilities         | 4                     | 4 | 8 | 8 | 4 | 8 | 4 | 4 | 8 | 8  | 8  | 8  | 1  | 1  | 1  | 1  | 1  | 1  | 1  | 1  |

<sup>4</sup> Pedestrians encounter different criteria when crossing the street in different directions at the intersection. Therefore, the table presents an average risk score, representing the overall pedestrian safety risk across all crossing directions at each intersection.

Table 6. Pedestrian Risk Score Summary<sup>5</sup>

| Factor                         | Score Scale   | Intersection Approach |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
|--------------------------------|---|-----------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
|                                |   | 1                     | 2  | 3  | 4  | 5  | 6  | 7  | 8  | 9  | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| Paved shoulder width           | 4 = 0-1 ft<br>3 = 1-4 ft<br>2 = 5-9 ft<br>1 = > 10 ft (curb/gutter/sidewalk)                  | 2                     | 2  | 4  | 4  | 4  | 4  | 4  | 1  | 4  | 2  | 2  | 4  | 1  | 1  | 1  | 1  | 1  | 1  | 1  | 1  |
| Median type                    | 4 = None<br>3 = Two-way left-turn lane<br>2 = Earth median<br>1 = Barrier/cable/refuge island | 2                     | 2  | 2  | 4  | 2  | 2  | 2  | 4  | 4  | 2  | 2  | 2  | 1  | 1  | 1  | 1  | 1  | 1  | 1  | 1  |
| Crash or near-miss for 5 years | 4 = 5+ crashes<br>3 = 3-4 crashes<br>2 = 1-2 crashes<br>1 = No crashes/near-misses            | 4                     | 4  | 4  | 1  | 1  | 1  | 1  | 1  | 1  | 4  | 4  | 4  | 4  | 4  | 4  | 4  | 4  | 4  | 4  | 4  |
| Public safety services         | 4 = > 1 hour<br>2 = 16-60 min<br>0 = < 15 min   | 0                     | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  |
| Project scale                  | 4 = Low-cost/simple<br>2 = Medium-cost/moderate<br>1 = High-cost/complex                      | 4                     | 4  | 4  | 4  | 4  | 4  | 4  | 4  | 4  | 4  | 4  | 4  | 4  | 4  | 4  | 4  | 4  | 4  | 4  | 4  |
| Total Risk Score               | 7 (Low Risk) to 62 (High Risk)  | 41                    | 41 | 43 | 39 | 33 | 39 | 33 | 32 | 38 | 44 | 44 | 42 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 |
| Risk Level                     | L (Low Risk: 7 - 25)  |                       |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
|                                | M (Medium Risk: 26 - 43)  | M                     | M  | M  | M  | M  | M  | M  | M  | M  | H  | H  | M  | M  | M  | M  | M  | M  | M  | M  | M  |
|                                | H (High Risk: 44 - 62)  |                       |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |

<sup>5</sup> Pedestrians encounter different criteria when crossing the street in different directions at the intersection. Therefore, the table presents an average risk score, representing the overall pedestrian safety risk across all crossing directions at each intersection.

## 4.0 ENGAGEMENT AND COLLABORATION

With known limitations of crash reporting on Tribal lands, anecdotal input on safety concerns from the Tribal community is a critical component in developing the CSAP. Engagement was a key part of the CSAP to understand the community's personal experiences, existing needs, and future visions and to complement crash data with a more complete story of safety concerns and opportunities. Throughout the course of its development, the project team coordinated with Tribal leaders and community members to identify areas of concern and potential improvement opportunities which are identified later in this report.



### 4.1 ONLINE ENGAGEMENT

A Comprehensive Safety Action Plan (CSAP) website was created, as presented in *Figure 28*, which included information about the project, an interactive comments map, a survey, and contact information for the project team. The online engagement allowed Tribal members and the local community to provide concerns and priorities in regards to safety on and around the rancheria area.



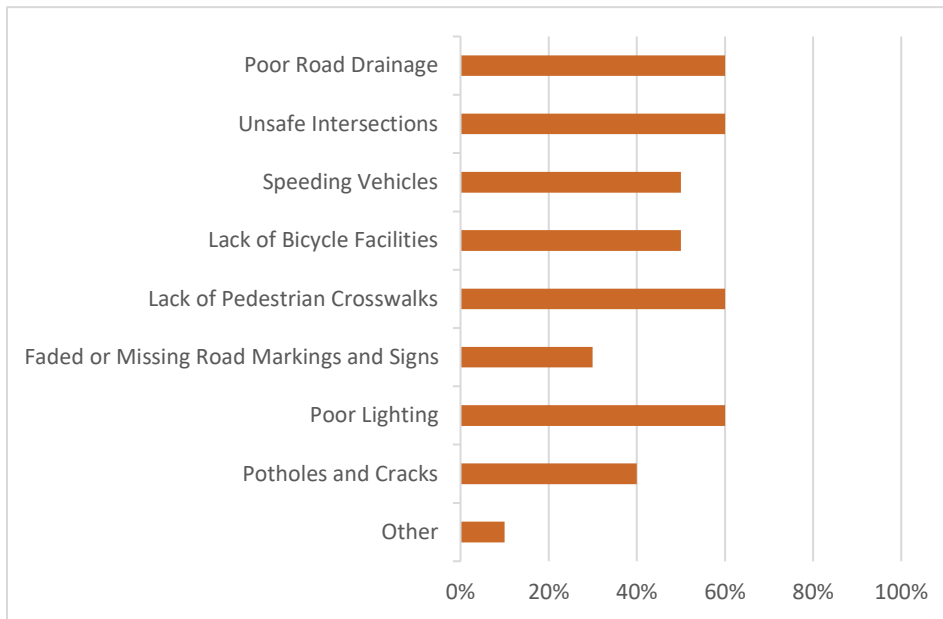
*Figure 28. CSAP Project Website*

### 4.2 SURVEY

The survey asked a variety of questions about roadway issues within and around the rancheria and allowed respondents to provide both general and specific comments. The survey questions were designed to develop a general understanding of the community's current and future mindset regarding transportation safety within and around the rancheria. Some questions included the option to provide additional related comments. The survey was made available to Tribal members and employees of Tribal businesses who frequently travel to the rancheria.

#### 4.2.1 OUTREACH RESULTS SUMMARY

The survey data was used to gain a general understanding of the existing transportation safety issues within and around the rancheria. The following results helped to highlight what community members considered to be the most important issues and were used later in the recommendations and prioritization process. Full survey results can be found in [Appendix F](#). In the following paragraphs, note that the respondents were allowed to select more than one answer for some questions, sometimes resulting in totals greater than 100%.



**Figure 29. Most Common Roadway Issues Encountered on the Rancheria**

When asked what the most common roadway issues they have encountered within and around the rancheria are, the top responses included poor road drainage, unsafe intersections, lack of pedestrian crosswalks, and poor lighting, as shown in [Figure 29](#).

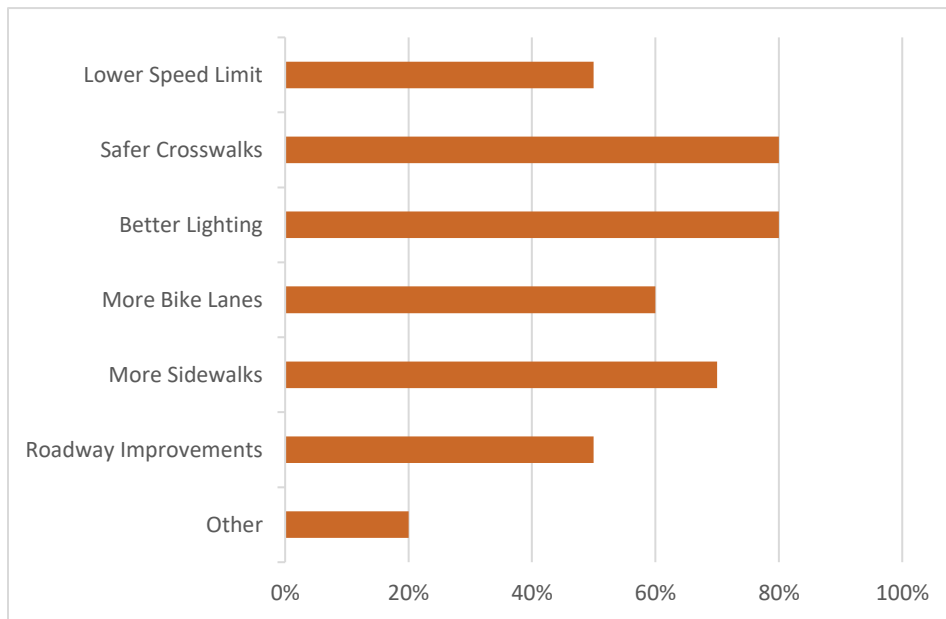
When asked if they felt safe walking or biking on the rancheria, most respondents replied no and indicated that there are not sufficient

sidewalks and bike lanes.

When asked for specific locations within the rancheria that need to be addressed, multiple participants noted that the entrance to the rancheria from SR-20 and the entrance to Pomo Pumps were of high concern. There were also multiple responses that indicated a concern for the area around the bus stop near the education center where the school bus drops off children who then walk home to the residential areas.

Additional write-in responses indicated a desire for an increase in safety regarding the non-paved roads across the rancheria.

When asked what improvements they felt would make it safer for traveling within and around the rancheria, the top responses were safer crosswalks and better lighting, followed by more sidewalks and more bike lanes, as shown in [Figure 30](#). Additional responses specified in the “Other” category included providing additional safety signage around the bus stop and education center for children who walk home.



*Figure 30. Improvements That Would Enhance Safety*

### 4.3 PUBLIC WORKSHOPS

The project team coordinated an in-person public workshop at the Robinson Rancheria Casino on February 4, 2026. The workshop consisted of a presentation regarding the ongoing preparation of the CSAP, alongside a general overview of the CSAP process, the results of the historical crash analysis and near-miss analysis, speed survey results, and the draft list of priority projects for the Tribe. [Appendix G](#) contains the meeting presentation materials.

## 5.0 EQUITY CONSIDERATIONS

Equity considerations are a key guiding principle to develop the CSAP using inclusive and representative processes. Underserved communities are identified through data and other analyses to understand initial equity impact assessments of the CSAP’s proposed projects and strategies.

Within the SS4A program at the time of this award, an underserved community is consistent with the Office of Management and Budget (OMB) and Department of Transportation (DOT) definitions of a disadvantaged community designation, which includes any Tribal land; any territory or possession of the United States; or US Census tracts identified in the following tool:

- SS4A Underserved Communities Census Tracts (Historically Disadvantaged Communities)

As such, the Robinson Rancheria and its Tribal lands are considered an underserved community.

## 5.1 SAFETY CONCERNS FOR INDIAN COUNTRY

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Transportation fatalities and injuries severely impact the quality of life in Indian country and is a critical issue due to a variety of geographic, economic, infrastructure, and jurisdictional challenges. According to the Centers for Disease Control and Prevention (CDC), Native Americans are 2-3 times more likely to die in motor vehicle crashes than the general US population. Poor road conditions such as unpaved roads, inadequate signage, and/or limited lighting increase accident risks. Remote locations and limited healthcare facilities may mean longer response times for medical and emergency services and can delay care after accidents. Fewer transit options force reliance on personal vehicles and particularly impacts elders, youth, and people with disabilities. In addition, roads on rancherias may fall under various tribal, federal, state, or local jurisdictions, which complicates maintenance, enforcement, and funding opportunities.

By taking the lead to develop this CSAP and intentionally directing engagement opportunities towards their members, Tribal leaders are embracing an inclusive, community-directed approach to ensure projects and strategies proposed within this CSAP benefit their traditionally underserved Tribal community.

## 5.2 CALIFORNIA HEALTHY PLACES INDEX (HPI)

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The California Healthy Places Index (HPI) is a data and policy platform created to advance healthy equity through open and accessible data by the Public Health Alliance of Southern California<sup>6</sup>. The HPI maps data on social conditions that drive health – like education, job opportunities, clean air and water, and other indicators that positively associated with life expectancy at birth. HPI provides comparison rankings of census tracts statewide and can be a useful tool in prioritizing areas with high levels of social and economic disadvantage for funding, policy, and planning interventions. Because the HPI focuses on the social and environmental conditions that contribute to health, policy makers and local agencies can use it to identify actionable policies that would improve health in their community, such as improving transportation access.

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<sup>6</sup> Source: <https://www.healthyplacesindex.org/>

The HPI includes a composite score for each census tract in the state. The higher the score, the healthier the community conditions. HPI percentile rankings are further broken into quartiles, with percentiles below 25 typically used to indicate disadvantaged communities.

The rancheria is located in Tract 1 of Lake County. This tract has an overall HPI Score of 25.2, indicating that this tract has healthier community conditions than only 25.2% of other California tracts. Its overall transportation HPI Score is 63.9, indicating that this tract has healthier transportation conditions than only 63.9% of other California tracts. Individual transportation scores include active commuting of 47.8 and automobile access of 67.3.

However, its healthcare access HPI Score is 14.3, indicating that this tract has healthier healthcare access than only 14.3% of other California tracts. In addition, its economic HPI Score is 25.7, with the above poverty score at 32.7. These results further indicate the necessity of focusing on the health and safety of the Tribal community as well as their transportation needs.

## 6.0 ACTIONABLE STRATEGIES FOR IMPROVING SAFETY

### 6.1 COUNTERMEASURES

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Based on the safety analyses detailed in [Section 3](#), several targeted countermeasures are recommended to enhance roadway safety within the vicinity of the rancheria:

- **Traffic Calming Measures:** Implement speed humps, rumble strips, and enhanced signage to mitigate speeding in high-risk areas, particularly near casino access points.
- **Intersection Improvements:** Consider roundabouts or signal enhancements at key intersections with high vehicle interactions to reduce conflict points and improve traffic flow.
- **Pedestrian and Bicycle Safety Enhancements:** Introduce improved crosswalks, pedestrian refuge islands, sidewalks, and dedicated bicycle lanes where feasible to encourage safer multimodal travel.
- **Roadway Lighting Enhancements:** Conduct a lighting assessment at key intersections to identify areas with poor visibility, particularly SR-20, Acorn Drive, and casino access points, where nighttime traffic activity is high. Installing streetlights and motion-activated lighting in low-traffic areas can enhance nighttime visibility.
- **Pedestrian Hybrid Beacons (PHBs) and/or Rectangular Rapid Flashing Beacons (RRFBs):** Both devices are in FHWA's toolbox for improving driver yield rates at uncontrolled crossings; PHBs are well-suited to higher volumes/speeds or multilane approaches, while RRFBs are a lower-cost option where volumes are moderate and sight distance is good.
- **Wider Edge Lines:** 6-inch (or wider) edge lines increase wet-night visibility and provide stronger lane delineation on higher-speed segments, reducing run-off-road and sideswipe risks, especially where shoulders function as informal pedestrian space.
- **Enforcement Strategies:** Collaborate with law enforcement agencies to conduct periodic speed enforcement campaigns and install automated speed feedback signs in known speeding zones.
- **Data-Driven Monitoring:** Establish an ongoing data collection program to monitor traffic volume and speed trends, enabling timely adjustments to safety measures based on real-world conditions.
- **Community Engagement and Education:** Launch public awareness campaigns to educate both pedestrians and drivers about safety concerns at high-risk locations. Work with local agencies and community organizations to promote pedestrian safety initiatives and encourage responsible road behavior.

### 6.2 PRIORITY PROJECTS

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Resulting from the safety analyses included in the CSAP, working sessions with Advisory Committee, and community involvement, the following transportation safety needs and deficiencies have been identified on or adjacent to Tribal lands, representing potential future projects that may warrant development over the 20-year planning horizon.

Some items are noted as active projects at various stages in the project development process. Most include a safety component, if not explicitly identifying it as the core purpose and need.

### 6.2.1 SR-20/POMO WAY ROUNDABOUT

One of the highest safety priorities is to provide safe and reliable access to the rancheria, both residential uses and commercial areas. The proposed project aims to enhance access to the main parcel by converting the current unsignalized intersection of SR-20 at Pomo Way to a roundabout. Roundabouts are a safety countermeasure that may decrease crashes by reducing potential conflict points and may reduce the severity of crashes. Besides improving safety, roundabouts also promote efficient traffic flows. A roundabout may reduce high speeds along SR-20 and may decrease the noted near-miss collisions for vehicles entering and exiting the rancheria and the Robinson Rancheria Casino.

This project was initially identified in the 2023 TTSA report developed through UC Berkeley's SafeTREC and has been established in the 2024 Tribal LRTP's TTIP. Tribal staff have had preliminary coordination with Caltrans on implementation of this project. Continued coordination with Caltrans may involve planning, design, engineering, construction management, and/or construction of the roundabout, and additional funding opportunities in conjunction with TTP funds. *Figure 31* shows the preliminary alignment for the proposed roundabout.



*Figure 31. Proposed SR-20/Pomo Way Roundabout*

*Source: Robinson Rancheria*

## 6.2.2 RECLAMATION CUTOFF ROAD

As previously mentioned, one of the highest safety priorities is to provide safe and reliable access to the commercial areas of the rancheria. The proposed project aims to raise the roadway surface to accommodate the Middle Creek Restoration Project. The roadway currently loses elevation soon after it comes off of SR-20 and the restoration project has the potential to raise water levels in the area above the level of the existing grade. The project will ensure the roadway is not negatively impacted by future water level changes and provide secondary access to the Pomo Pumps property. By providing a secondary access point, vehicles and pedestrians may move off SR-20 and onto a street with less potential conflicts. The project involves removing the existing asphalt surface, utilizing fill to raise the bed grade to be similar to that of SR-20, paving with asphalt, drainage improvements, signage, and striping.

This project has been established in the 2024 Tribal LRTP's Tribal Transportation Improvement Program (TTIP). This project involves planning, design, engineering, construction management, construction of the project, and additional funding opportunities in conjunction with TTP funds. [Figure 32](#) shows the location of the proposed resurfacing project.



**Figure 32. Proposed Reclamation Cutoff Road**

Source: Robinson Rancheria

### 6.2.3 Foothill Oaks South Drive Roadway Upgrade Project

The proposed project aims to provide a significant upgrade to Foothill Oaks South Drive on the rancheria to improve traffic flow, access, and to support the planned housing project near the junction with Pyle Road. Foothill Oaks South Drive is currently unpaved. Upgrades include reconstructing the existing roadbed to accommodate 12' lanes, 2' shoulders, and a 6-8' pedestrian/bike pathway. Paving with asphalt, full curb and gutter, drainage improvements, lighting, signage, and striping are also included in this project. This roadway would also serve as a secondary access point to the rancheria, which would improve safety by providing an additional evacuation route, better access for emergency responders, and redundancy if one path is blocked.

This project has been established in the 2024 Tribal LRTP's TTIP. As a portion of this route is under Lake County ownership, cooperation with the County will be necessary for the development of this project. TTP funds in conjunction with additional funding opportunities will be used for planning, design, engineering, construction management, and construction of this roadway upgrade project. [Figure 33](#) shows the location of the proposed roadway improvements.



**Figure 33. Foothill Oaks Drive Roadway Upgrade Project**

Source: Robinson Rancheria

6.2.4 POMO WAY

The proposed project includes improvements along Pomo Way, from SR-20 to Acorn Drive. These improvements include extending sidewalks from Acorn Drive to SR-20, the installation of school bus stop markings at the bus stop location, and improved road surface markings and signage for crosswalks on Pomo Way. The project would also consider relocating the crosswalk to the east side of the casino access driveway to reduce potential conflicts between pedestrians and vehicle traffic and for improved school bus stop and ADA access.

This project was initially identified in the 2023 TTSA report developed through UC Berkeley’s SafeTREC and has been established in the 2024 Tribal LRTP’s TTIP. TTP funds in conjunction with additional funding opportunities will be used for planning, design, engineering, construction management, and construction of this roadway upgrade project. **Figure 35** shows the location of the proposed roadway improvements.



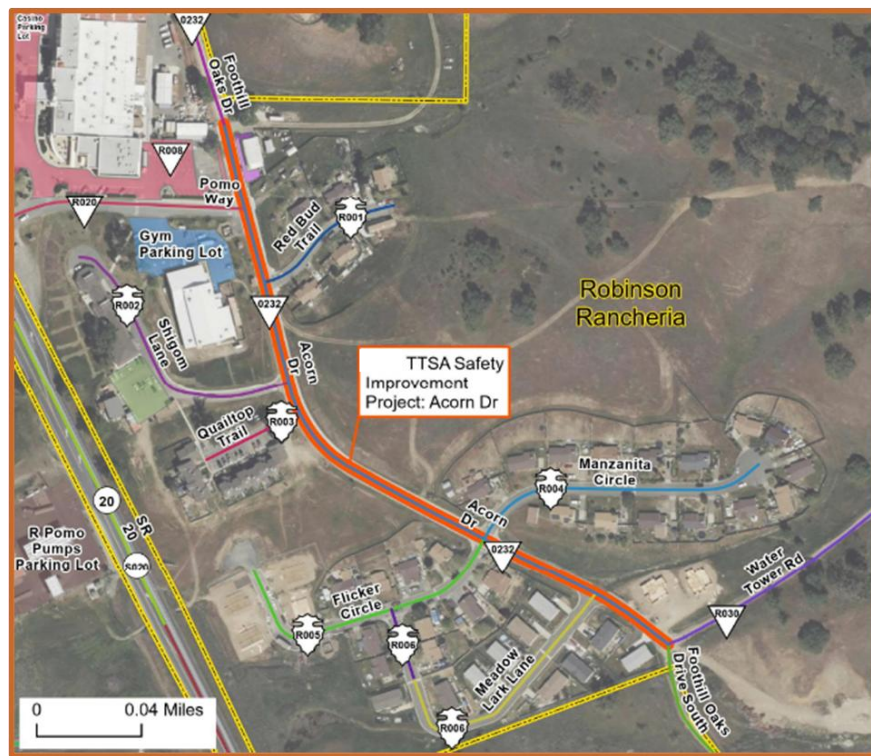
**Figure 34. Pomo Way Improvements**

Source: Robinson Rancheria

## 6.2.5 ACORN DRIVE

The proposed project includes improvements along Acorn Drive. These improvements include improved signage including “curve ahead/in roadway” chevrons just south of Quailtop Trail, replacement of the current guardrail on the west side of the road northwest of the intersection with Flicker Circle, and the installation/improvement of lighting along the roadway. The project would also include the installation of red curbs along Acorn Drive and the residential roads accessed from Acorn Drive to demarcate parking restrictions to allow improved emergency vehicle access on the narrow streets.

This project was initially identified in the 2023 TTSA report developed through UC Berkeley’s SafeTREC and has been established in the 2024 Tribal LRTP’s TTIP. TTP funds in conjunction with additional funding opportunities will be used for planning, design, engineering, construction management, and construction of this roadway upgrade project. **Figure 35** shows the location of the proposed roadway improvements.



**Figure 35. Acorn Drive Improvements**

Source: Robinson Rancheria

6.2.6 SAFE ROUTES TO SCHOOL PROJECT

All schools serving Robinson Rancheria children are located north of the rancheria, in the City of Upper Lake. There is no direct walking or biking connection for children to use to access schools other than SR-20, and therefore all students are driven or bused. Foothill Oaks Drive is closed to vehicular traffic but is currently unpaved. This project would consider developing a Class I Multi-Use Path along Foothills Oaks Drive and Upper Lake Lucerne Drive, up to the western terminus of Upper Lake Lucerne Drive at SR-20. In addition, the project would also consider developing a Class I Multi-Use Path facility along the east side of SR-20 to connect Upper Lake Lucerne Drive to Old Lucerne Road, then extend the Class I facility along Old Lucerne Road to connect to First Street and school access roadways in the Upper Lake area. This would create a separated pedestrian/bicycle route from the Tribal community to Upper Lake and encourage more non-vehicle travel along a safe pedestrian and bicycle corridor.

This project was initially identified in the 2023 TTSA report developed through UC Berkeley’s SafeTREC and has been established in the 2024 Tribal LRTP’s TTIP. TTP funds in conjunction with additional funding opportunities will be used for planning, design, engineering, construction management, and construction of this roadway upgrade project. **Figure 36** shows the location of the proposed Safe Routes to School.

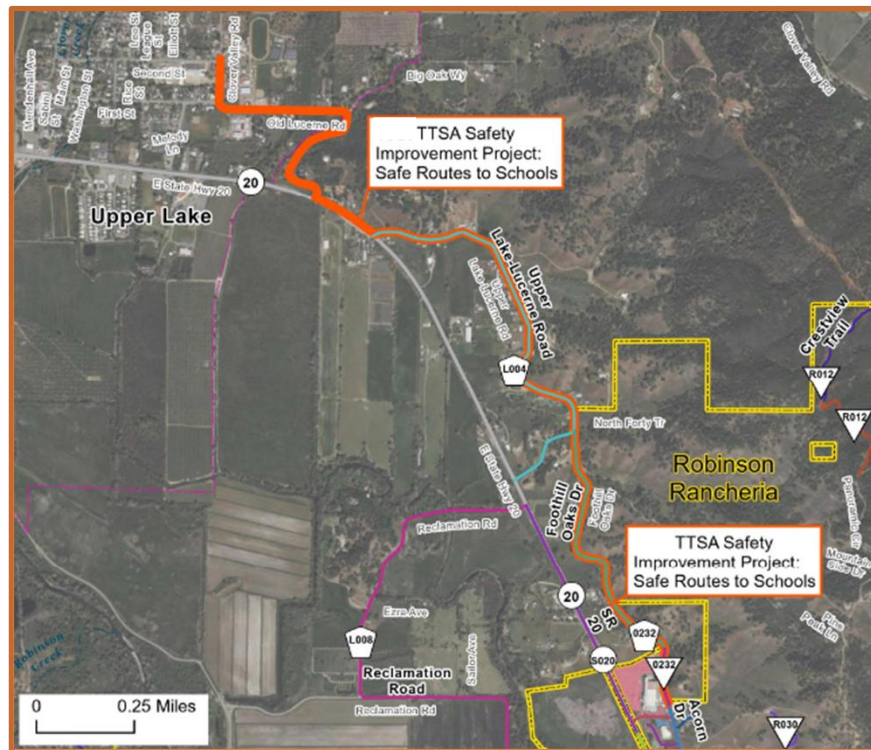


Figure 36. Safe Routes to School Project

Source: Robinson Rancheria

6.2.7 TRANSIT IMPROVEMENTS

This project will address transit improvements for the Robinson Rancheria Casino. The project would install a bus shelter and improve lighting at the existing bus stop located inside the casino parking lot. In addition, the project would consider modifying the internal circulation of the transit bus through the casino resort parking lot. Currently, buses use the drive aisle immediately adjacent to the casino entrance to exit. Instead, the proposed route would use the backside driveway near the recycling center to exit the casino parking lot and then drive along Foothill Oaks Drive/Acorn Drive to Pomo Way to SR-20. This will minimize pedestrian and vehicular conflicts near the casino entrance.

This project was initially identified in the 2023 TTSA report developed through UC Berkeley’s SafeTREC and has been established in the 2024 Tribal LRTP’s TTIP. TTP funds in conjunction with additional funding opportunities will be used for planning, design, engineering, construction management, and construction of the bus shelter. *Figure 37* shows the location of the proposed transit improvements.



*Figure 37. Safe Routes to School Project*

Source: Robinson Rancheria

#### 6.2.8 COMPREHENSIVE MULTIMODAL (PEDESTRIAN AND BICYCLE) PLAN

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With many programmed Tribal and area development plans, it is apparent that the connection of Tribal community members to local goods and services (as supported by foot or bicycle travel) requires significant planning, expansion, and coordination. The multimodal plan must focus on the conditions of the existing trails and pathways utilized by the Tribal citizens (from youth to elders) to access services by active transportation means.

Additional study and community involvement will be required to also identify the desired connections that currently do not exist. Outreach responses gathered for the CSAP indicated there is a lack of pedestrian and bicycle facilities in the rancheria. In this plan, recreational trails should be strongly considered not only for the health and benefit of the Tribal and non-Tribal local communities, but also for potential enhancement of commercial developments for the visiting public. For extended operation and use, path lighting may be a consideration to allow for full day and evening use. The plan should strongly consider connectivity to other internal and external paths and trails. This project has been established in the 2024 Tribal LRTP's TTIP. TTP funds in conjunction with additional funding opportunities will be used for the preparation of the Comprehensive Multimodal Plan and/or Active Transportation Plan.

#### 6.2.9 TRIBAL TRANSPORTATION PROGRAM MAINTENANCE PROJECT (SYSTEM WIDE)

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This project is identified to complete projects and activities identified in the Tribal Transportation Maintenance Plan as described in the 2024 Tribal LRTP. Continual maintenance may help prevent accidents from road hazards such as potholes and uneven surfaces, ensure signs and road markings are visible and functioning, and reduce emergency situations. This project has been established in the 2024 Tribal LRTP's TTIP. TTP funds in conjunction with additional funding opportunities will be used for transportation network maintenance.

### 6.3 PRIORITIZATION

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Organizing safety improvements into priority levels helps to ensure that the most critical issues get addressed first, makes the best use of resources, and creates a clear, actionable plan for the Tribe to follow. This supports effective decision-making by Tribal leaders and partner agencies. Safety projects were identified as high, medium, or low priorities based on several factors, including:

- If the proposed improvement addresses a data-driven transportation safety need, such as reported crashes, anecdotal input, past studies, maintenance concerns, etc.
- If the proposed improvement addresses a safety concern identified through community engagement measures.
- If the proposed improvement is consistent with the Tribe's future vision for its transportation system, land use, and environmental goals.
- If the proposed improvement is included in the current Tribal Transportation Improvement Program (TTIP).
- If the proposed improvement is contained within Tribal lands or if it requires coordination with outside agency partners.
- If the proposed improvement is constructable.

Table 7 summarizes the prioritized countermeasure improvement projects.

Table 7. Prioritized Improvement Projects

| High Priority  | Medium Priority  | Low Priority   |
|--|--|--|
| <ul style="list-style-type: none"> <li>• SR-20/Pomo Way Roundabout</li> <li>• Reclamation Cutoff Road</li> <li>• Foothill Oaks South Drive Roadway Upgrade Project</li> <li>• Tribal Transportation Program Maintenance Project (System Wide)</li> </ul> | <ul style="list-style-type: none"> <li>• Pomo Way</li> <li>• Acorn Drive</li> <li>• Safe Routes to School Project</li> <li>• Transit Improvements</li> </ul> | <ul style="list-style-type: none"> <li>• Comprehensive Multimodal (Pedestrian and Bicycle) Plan</li> </ul> |

## 6.4 FUNDING

### 6.4.1 TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM FUNDING

Funding is a critical component of implementing any safety project. The 2024 Tribal LRTP established “Transportation Safety Improvements” in its TTIP, which stated emphasis areas identified in the 2023 TTSA report as transportation infrastructure safety improvements (design, maintenance, and construction projects) necessary to improve safety on the Tribe’s transportation network as defined in the NTTFI. As this “Transportation Safety Improvements” project is included in the 2024 Tribal LRTP’s TTIP, this enables the Tribe with the ability to apply TTP funds to perform the actual recommended transportation safety improvement projects identified in the CSAP.

### 6.4.2 ADDITIONAL FUNDING OPPORTUNITIES

The Tribe should continue to seek available funding and grant opportunities from local, state, and federal resources to expedite the process in implementing safety improvements. The Tribe can use its TTP funding to leverage other funding programs. Given the existing partners working on transportation projects, there are significant opportunities for the Tribe, Caltrans, Lake County, and the Cities of Upper Lake and Nice to work together to identify and prioritize transportation projects in consensus with each organization. A list of potential supplementary funding sources is listed in [Table 8](#).

**Table 8. List of Potential Funding Sources**

| Funding Source   | Funding Agency | Funding Uses   |
|--|----------------|--|
| Tribal High Priority Projects (Tribal HPP) Program   | FHWA           | <ul style="list-style-type: none"> <li>• Provides support for a Tribe whose annual allocation of funding under the Tribal Transportation Program is insufficient to complete the highest priority project of the Tribe</li> <li>• Provides support for any Tribe that has an emergency or disaster with respect to a facility included on the NTTFI</li> </ul> |
| Tribal Transportation Program Safety Fund (TTPSF)  | FHWA           | <ul style="list-style-type: none"> <li>• Develop and update transportation safety plans</li> <li>• Safety data assessment</li> <li>• System roadway departure countermeasures</li> <li>• Infrastructure improvements and other eligible activities to improve safety</li> </ul>  |
| BIA Indian Highway Safety Program  | FHWA           | <ul style="list-style-type: none"> <li>• Implementation of traffic safety projects on Indian Rancherias in the US</li> </ul>   |
| Safe Streets for All (SS4A)  | USDOT          | <ul style="list-style-type: none"> <li>• Planning and Demonstration Activities to develop, complete, or supplement an Action Plan</li> <li>• Implementation of projects and strategies identified in an Action Plan to address a roadway safety problem</li> </ul>   |
| Highway Safety Improvement Program (HSIP)  | Caltrans       | <ul style="list-style-type: none"> <li>• Implementation of projects that improve safety for users</li> </ul>   |
| Active Transportation Program (ATP)  | Caltrans       | <ul style="list-style-type: none"> <li>• Implementation of active transportation projects</li> </ul>   |
| Rural Surface Transportation Grant Program   | USDOT          | <ul style="list-style-type: none"> <li>• Supports projects that improve and expand surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight</li> </ul>  |
| Better Utilizing Investments to Leverage Development (BUILD) Grant Program                                     | USDOT          | <ul style="list-style-type: none"> <li>• Surface transportation infrastructure projects</li> </ul>   |
| Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT) | USDOT          | <ul style="list-style-type: none"> <li>• Planning Grants</li> <li>• Resilience Improvement Grants</li> <li>• Community Resilience and Evacuation Routes</li> <li>• At-Risk Coastal Infrastructure</li> </ul>   |

**Table 8. List of Potential Funding Sources (Continued)**

| Funding Source  | Funding Agency                      | Funding Uses   |
|---|-------------------------------------|--|
| Accelerated Innovation Deployment (AID) Demonstration Program | FHWA                                | <ul style="list-style-type: none"> <li>• Provides funding to support the pilot/demonstration of innovations on projects, in areas such as planning, financing, operations, pavements, structures, materials, environment, and construction</li> </ul>  |
| Office of Traffic Safety Grants                               | California Office of Traffic Safety | <ul style="list-style-type: none"> <li>• Education and enforcement programs related to:               <ul style="list-style-type: none"> <li>○ Alcohol impaired driving</li> <li>○ Distracted driving</li> <li>○ Drug-impaired driving</li> <li>○ Emergency medical services</li> <li>○ Motorcycle safety</li> <li>○ Occupant protection</li> <li>○ Pedestrian and bicycle safety</li> <li>○ Police traffic services</li> <li>○ Communications and public affairs</li> </ul> </li> <li>• Roadway safety and traffic records</li> </ul> |

## 6.5 POLICY AND PROCESS CONSIDERATIONS

As a relatively small Tribe with a NTTFI network comprised of roadways maintained by different agencies, collaboration with nearby partner agencies is critical. Simultaneously, sovereignty and self-determination must be inherent in every element of the process. It is essential the Tribe continue to foster relationships with other transportation agencies and advocate for equity at both policy and project levels.

Within the Tribal government, safety is a key consideration throughout every decision, not just for transportation. Tribal leaders must work to ensure investments balance short-term and long-term Tribal member needs, fiscal resources, environmental stewardship, and more. Regular meetings with Tribal Council and across all departments and programs promote holistic, informed decision making.

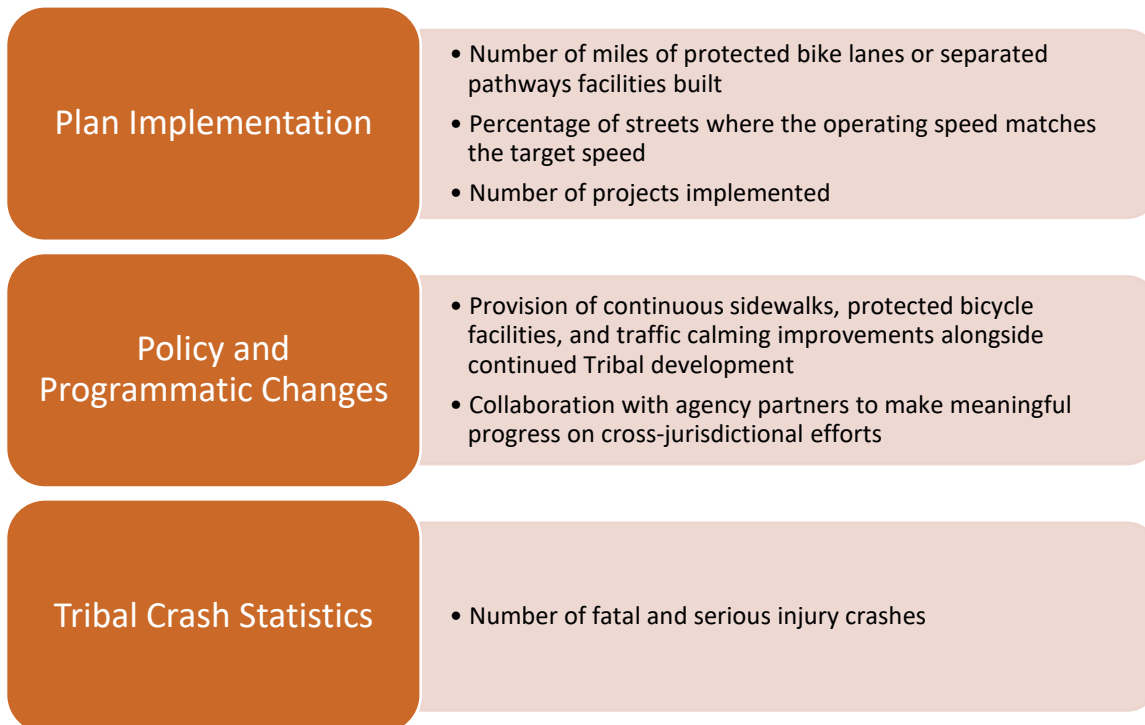
## 7.0 IMPLEMENTATION AND NEXT STEPS

Following formal adoption by the Tribal Council of this CSAP, implementation of action strategies will be overseen by the Implementation Team. This Implementation Team will consist of the Tribal Administrator and the Transportation Director.



The goal of monitoring is to understand if the measures are effective at reducing crashes as the Tribe works toward zero fatalities and serious injuries. Specific monitoring and reporting commitments will be identified as the actionalbe strategies identified in this CSAP are implemented over time to gauge their effectiveness.

The intent is to regularly reassess and update this CSAP as conditions change to ensure recommendations outlined in this plan remain relevant and consistent with current conditions. Based upon changes in crash activity, the Tribe can adjust strategies as needed moving forward. Performance measures will be added or removed to meet the goal of reducing fatal and severe injury crashes to zero. Monitoring the various components needed to implement the CSAP may consist of the following:



***APPENDIX A***  
**CRASH DETAILS**

**Crash Records for Robinson Rancheria from Transportation Injury Mapping System and California Crash Records System**

|                             |                    |                                    |                          |                               |   |                         |   |                          |                                       |
|-----------------------------|--------------------|------------------------------------|--------------------------|-------------------------------|---|-------------------------|---|--------------------------|---------------------------------------|
| <b>Crash ID</b>             | 1                  | <b>Source</b>                      | Report                   | <b>Crash Date</b>             | 2022-06-22  | <b>Time</b>             | 18:00                                     | <b>Day</b>               | Wednesday                             |
| <b>Type of Crash</b>        | -                  | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | Other Than Driver (or Pedestrian)                           | <b>Severity</b>         | Possible injury or complaint of pain      | <b>Hit and Run</b>       | Not Hit and Run                       |
| <b>Weather</b>              | -                  | <b>Roadway Surface</b>             | -                        | <b>Roadway Condition</b>      | -   | <b>Lighting</b>         | -   | <b>Ped Action</b>        | No Pedestrian Involved                |
| <b>Number Injured</b>       | 0                  | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0   | <b>Visible Injuries</b> | 0   | <b>Complaint of Pain</b> | 0                                     |
| <b>Primary Rd</b>           | ACORN DR           | <b>Secondary Rd</b>                | SHIGOM LN                | <b>Intersection</b>           | -   | <b>Location Type</b>    | -   | -                        | -                                     |
| <b>Tow Away</b>             | -                  | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -   | -                       | -   | -                        | -                                     |
| <b>Control Device</b>       | -                  | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -   | <b>Motorcycle Crash</b> | -   | <b>Truck Crash</b>       | -                                     |
| <b>Pedestrians Involved</b> | 0                  | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0   | <b>Longitude</b>        | -   | <b>Latitude</b>          | -                                     |
| <b>Crash ID</b>             | 3                  | <b>Source</b>                      | Report                   | <b>Crash Date</b>             | 2021-01-01  | <b>Time</b>             | 18:00                                     | <b>Day</b>               | Friday                                |
| <b>Type of Crash</b>        | -                  | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | Driving or Bicycling Under the Influence of Alcohol or Drug | <b>Severity</b>         | Possible injury or complaint of pain      | <b>Hit and Run</b>       | Not Hit and Run                       |
| <b>Weather</b>              | -                  | <b>Roadway Surface</b>             | -                        | <b>Roadway Condition</b>      | -   | <b>Lighting</b>         | -   | <b>Ped Action</b>        | No Pedestrian Involved                |
| <b>Number Injured</b>       | 0                  | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0   | <b>Visible Injuries</b> | 0   | <b>Complaint of Pain</b> | 0                                     |
| <b>Primary Rd</b>           | ACORN DR           | <b>Secondary Rd</b>                | REDBUD TRAIL             | <b>Intersection</b>           | -   | <b>Location Type</b>    | -   | -                        | -                                     |
| <b>Tow Away</b>             | -                  | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | Yes   | -                       | -   | -                        | -                                     |
| <b>Control Device</b>       | -                  | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -   | <b>Motorcycle Crash</b> | -   | <b>Truck Crash</b>       | -                                     |
| <b>Pedestrians Involved</b> | 0                  | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0   | <b>Longitude</b>        | -   | <b>Latitude</b>          | -                                     |
| <b>Crash ID</b>             | 4                  | <b>Source</b>                      | Report                   | <b>Crash Date</b>             | 2025-10-06  | <b>Time</b>             | 18:17                                     | <b>Day</b>               | Monday                                |
| <b>Type of Crash</b>        | Vehicle/Pedestrian | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | Unsafe Speed  | <b>Severity</b>         | Suspected serious injury or severe injury | <b>Hit and Run</b>       | Not Hit and Run                       |
| <b>Weather</b>              | -                  | <b>Roadway Surface</b>             | -                        | <b>Roadway Condition</b>      | -   | <b>Lighting</b>         | -   | <b>Ped Action</b>        | Crossing in Crosswalk at Intersection |
| <b>Number Injured</b>       | 1                  | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 1   | <b>Visible Injuries</b> | 0   | <b>Complaint of Pain</b> | 0                                     |
| <b>Primary Rd</b>           | SR-20              | <b>Secondary Rd</b>                | POMO PUMPS               | <b>Intersection</b>           | -   | <b>Location Type</b>    | -   | -                        | -                                     |
| <b>Tow Away</b>             | -                  | <b>Motor Vehicle Involved With</b> | Pedestrian               | <b>Alcohol Involved</b>       | -   | -                       | -   | -                        | -                                     |
| <b>Control Device</b>       | -                  | <b>Pedestrian Crash</b>            | Yes                      | <b>Bicycle Crash</b>          | -   | <b>Motorcycle Crash</b> | -   | <b>Truck Crash</b>       | -                                     |
| <b>Pedestrians Involved</b> | 1                  | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0   | <b>Longitude</b>        | -   | <b>Latitude</b>          | -                                     |
| <b>Crash ID</b>             | 84679746           | <b>Source</b>                      | TIMS                     | <b>Crash Date</b>             | 2025-04-26  | <b>Time</b>             | 12:27                                     | <b>Day</b>               | Saturday                              |
| <b>Type of Crash</b>        | Overtaken          | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | Wrong Side of Road  | <b>Severity</b>         | Suspected minor injury or visible injury  | <b>Hit and Run</b>       | Not Hit and Run                       |
| <b>Weather</b>              | Clear              | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Daylight                                  | <b>Ped Action</b>        | No Pedestrian Involved                |
| <b>Number Injured</b>       | 1                  | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0   | <b>Visible Injuries</b> | 1   | <b>Complaint of Pain</b> | 0                                     |
| <b>Primary Rd</b>           | GARDEN HWY         | <b>Secondary Rd</b>                | POLE UD #193368          | <b>Intersection</b>           | Not Intersection  | <b>Location Type</b>    | -   | -                        | -                                     |
| <b>Tow Away</b>             | Yes                | <b>Motor Vehicle Involved With</b> | Non-Collision            | <b>Alcohol Involved</b>       | -   | -                       | -   | -                        | -                                     |
| <b>Control Device</b>       | None               | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -   | <b>Motorcycle Crash</b> | -   | <b>Truck Crash</b>       | -                                     |
| <b>Pedestrians Involved</b> | 0                  | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0   | <b>Longitude</b>        | -   | <b>Latitude</b>          | -                                     |
| <b>Crash ID</b>             | 91409042           | <b>Source</b>                      | TIMS                     | <b>Crash Date</b>             | 2021-02-07  | <b>Time</b>             | 12:28                                     | <b>Day</b>               | Sunday                                |
| <b>Type of Crash</b>        | Rear End           | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | Unsafe Speed  | <b>Severity</b>         | Suspected minor injury or visible injury  | <b>Hit and Run</b>       | Not Hit and Run                       |
| <b>Weather</b>              | Clear              | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Daylight                                  | <b>Ped Action</b>        | No Pedestrian Involved                |
| <b>Number Injured</b>       | 6                  | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0   | <b>Visible Injuries</b> | 1   | <b>Complaint of Pain</b> | 5                                     |
| <b>Primary Rd</b>           | SR-20              | <b>Secondary Rd</b>                | RECLAMATION RD           | <b>Intersection</b>           | Not Intersection  | <b>Location Type</b>    | -   | -                        | -                                     |
| <b>Tow Away</b>             | Yes                | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -   | -                       | -   | -                        | -                                     |
| <b>Control Device</b>       | None               | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -   | <b>Motorcycle Crash</b> | -   | <b>Truck Crash</b>       | -                                     |
| <b>Pedestrians Involved</b> | 0                  | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0   | <b>Longitude</b>        | -122.8878708                              | <b>Latitude</b>          | -                                     |

**Crash Records for Robinson Rancheria from Transportation Injury Mapping System and California Crash Records System**

|                             |             |                                    |                          |                               |   |                         |  |                          |                        |
|-----------------------------|-------------|------------------------------------|--------------------------|-------------------------------|---|-------------------------|--|--------------------------|------------------------|
| <b>Crash ID</b>             | 91452477    | <b>Source</b>                      | TIMS                     | <b>Crash Date</b>             | 2021-04-08  | <b>Time</b>             | 19:05                                    | <b>Day</b>               | Thursday               |
| <b>Type of Crash</b>        | Broadside   | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | Automobile Right of Way                                     | <b>Severity</b>         | Possible injury or complaint of pain     | <b>Hit and Run</b>       | Not Hit and Run        |
| <b>Weather</b>              | Clear       | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 1           | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0   | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 1                      |
| <b>Primary Rd</b>           | SR-20       | <b>Secondary Rd</b>                | NICE-LUCERNE CUTOFF      | <b>Intersection</b>           | Not Intersection  | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | Yes         | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -   | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None        | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -   | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0           | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0   | <b>Longitude</b>        | -122.8729095                             | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 91481071    | <b>Source</b>                      | TIMS                     | <b>Crash Date</b>             | 2021-05-18  | <b>Time</b>             | 23:50                                    | <b>Day</b>               | Tuesday                |
| <b>Type of Crash</b>        | Broadside   | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | Improper Turning  | <b>Severity</b>         | Suspected minor injury or visible injury | <b>Hit and Run</b>       | Not Hit and Run        |
| <b>Weather</b>              | Clear       | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Dark - No Street Lights                  | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 1           | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0   | <b>Visible Injuries</b> | 1  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20       | <b>Secondary Rd</b>                | RECLAMATION CUTOFF       | <b>Intersection</b>           | Not Intersection  | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | No          | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -   | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None        | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -   | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0           | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0   | <b>Longitude</b>        | -122.8786926                             | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 91496261    | <b>Source</b>                      | TIMS                     | <b>Crash Date</b>             | 2021-06-05  | <b>Time</b>             | 11:43                                    | <b>Day</b>               | Saturday               |
| <b>Type of Crash</b>        | Rear End    | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | Unsafe Speed  | <b>Severity</b>         | Suspected minor injury or visible injury | <b>Hit and Run</b>       | Not Hit and Run        |
| <b>Weather</b>              | Clear       | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 1           | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0   | <b>Visible Injuries</b> | 1  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20       | <b>Secondary Rd</b>                | NICE LUCERNE CUTOFF      | <b>Intersection</b>           | Intersection  | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | No          | <b>Motor Vehicle Involved With</b> | Bicycle                  | <b>Alcohol Involved</b>       | -   | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | Functioning | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | Yes   | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0           | <b>Bicycles Involved</b>           | 1                        | <b>Motorcycles Involved</b>   | 0   | <b>Longitude</b>        | -122.8711472                             | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 91497156    | <b>Source</b>                      | TIMS                     | <b>Crash Date</b>             | 2021-06-03  | <b>Time</b>             | 05:00                                    | <b>Day</b>               | Thursday               |
| <b>Type of Crash</b>        | Hit Object  | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | Improper Turning  | <b>Severity</b>         | Suspected minor injury or visible injury | <b>Hit and Run</b>       | Not Hit and Run        |
| <b>Weather</b>              | Clear       | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Dusk - Dawn                              | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 1           | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0   | <b>Visible Injuries</b> | 1  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20       | <b>Secondary Rd</b>                | NICE-LUCERNE CUTOFF      | <b>Intersection</b>           | Intersection  | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | Yes         | <b>Motor Vehicle Involved With</b> | Fixed Object             | <b>Alcohol Involved</b>       | -   | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None        | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -   | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0           | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0   | <b>Longitude</b>        | -122.8712921                             | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 91552848    | <b>Source</b>                      | TIMS                     | <b>Crash Date</b>             | 2021-08-16  | <b>Time</b>             | 03:07                                    | <b>Day</b>               | Monday                 |
| <b>Type of Crash</b>        | Hit Object  | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | Driving or Bicycling Under the Influence of Alcohol or Drug | <b>Severity</b>         | Possible injury or complaint of pain     | <b>Hit and Run</b>       | Not Hit and Run        |
| <b>Weather</b>              | Clear       | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Dark - Street Lights                     | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 1           | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0   | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 1                      |
| <b>Primary Rd</b>           | SR-20       | <b>Secondary Rd</b>                | NICE LUCERNE CUTOFF      | <b>Intersection</b>           | Not Intersection  | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | Yes         | <b>Motor Vehicle Involved With</b> | Fixed Object             | <b>Alcohol Involved</b>       | Yes   | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None        | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -   | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0           | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0   | <b>Longitude</b>        | -122.8722916                             | <b>Latitude</b>          | -                      |

**Crash Records for Robinson Rancheria from Transportation Injury Mapping System and California Crash Records System**

|                             |                    |                                    |                          |                               |                                   |                         |   |                          |                             |
|-----------------------------|--------------------|------------------------------------|--------------------------|-------------------------------|-----------------------------------|-------------------------|---|--------------------------|-----------------------------|
| <b>Crash ID</b>             | 91573713           | <b>Source</b>                      | TIMS                     | <b>Crash Date</b>             | 2021-06-16                        | <b>Time</b>             | 15:17                                     | <b>Day</b>               | Wednesday                   |
| <b>Type of Crash</b>        | Head-On            | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | Wrong Side of Road                | <b>Severity</b>         | Fatal injury                              | <b>Hit and Run</b>       | Not Hit and Run             |
| <b>Weather</b>              | Clear              | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition              | <b>Lighting</b>         | Daylight                                  | <b>Ped Action</b>        | No Pedestrian Involved      |
| <b>Number Injured</b>       | 1                  | <b>Number Killed</b>               | 1                        | <b>Severe Injuries</b>        | 0                                 | <b>Visible Injuries</b> | 1   | <b>Complaint of Pain</b> | 0                           |
| <b>Primary Rd</b>           | SR-20              | <b>Secondary Rd</b>                | POMO WAY                 | <b>Intersection</b>           | Not Intersection                  | <b>Location Type</b>    | -   | -                        | -                           |
| <b>Tow Away</b>             | Yes                | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -                                 | -                       | -   | -                        | -                           |
| <b>Control Device</b>       | None               | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                                 | <b>Motorcycle Crash</b> | -   | <b>Truck Crash</b>       | -                           |
| <b>Pedestrians Involved</b> | 0                  | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                                 | <b>Longitude</b>        | -122.8819275                              | <b>Latitude</b>          | -                           |
| <b>Crash ID</b>             | 91639434           | <b>Source</b>                      | TIMS                     | <b>Crash Date</b>             | 2021-11-19                        | <b>Time</b>             | 09:00                                     | <b>Day</b>               | Friday                      |
| <b>Type of Crash</b>        | Head-On            | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | Automobile Right of Way           | <b>Severity</b>         | Possible injury or complaint of pain      | <b>Hit and Run</b>       | Not Hit and Run             |
| <b>Weather</b>              | Cloudy             | <b>Roadway Surface</b>             | Wet                      | <b>Roadway Condition</b>      | No Unusual Condition              | <b>Lighting</b>         | Daylight                                  | <b>Ped Action</b>        | No Pedestrian Involved      |
| <b>Number Injured</b>       | 2                  | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                                 | <b>Visible Injuries</b> | 0   | <b>Complaint of Pain</b> | 2                           |
| <b>Primary Rd</b>           | SR-20              | <b>Secondary Rd</b>                | POMO WAY                 | <b>Intersection</b>           | Not Intersection                  | <b>Location Type</b>    | -   | -                        | -                           |
| <b>Tow Away</b>             | No                 | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -                                 | -                       | -   | -                        | -                           |
| <b>Control Device</b>       | None               | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                                 | <b>Motorcycle Crash</b> | -   | <b>Truck Crash</b>       | -                           |
| <b>Pedestrians Involved</b> | 0                  | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                                 | <b>Longitude</b>        | -122.8820572                              | <b>Latitude</b>          | -                           |
| <b>Crash ID</b>             | 91727908           | <b>Source</b>                      | TIMS                     | <b>Crash Date</b>             | 2022-03-11                        | <b>Time</b>             | 18:05                                     | <b>Day</b>               | Friday                      |
| <b>Type of Crash</b>        | Hit Object         | <b>Primary Collision Factor</b>    | Other Than Driver        | <b>PCF Violation Category</b> | Other Than Driver (or Pedestrian) | <b>Severity</b>         | Suspected minor injury or visible injury  | <b>Hit and Run</b>       | Not Hit and Run             |
| <b>Weather</b>              | Clear              | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition              | <b>Lighting</b>         | Daylight                                  | <b>Ped Action</b>        | No Pedestrian Involved      |
| <b>Number Injured</b>       | 1                  | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                                 | <b>Visible Injuries</b> | 1   | <b>Complaint of Pain</b> | 0                           |
| <b>Primary Rd</b>           | SR-20              | <b>Secondary Rd</b>                | UPPER LAKE LUCERNE ROAD  | <b>Intersection</b>           | Not Intersection                  | <b>Location Type</b>    | Highway                                   | -                        | -                           |
| <b>Tow Away</b>             | No                 | <b>Motor Vehicle Involved With</b> | Other Object             | <b>Alcohol Involved</b>       | -                                 | -                       | -   | -                        | -                           |
| <b>Control Device</b>       | None               | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                                 | <b>Motorcycle Crash</b> | Yes                                       | <b>Truck Crash</b>       | -                           |
| <b>Pedestrians Involved</b> | 0                  | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 1                                 | <b>Longitude</b>        | -122.8895187                              | <b>Latitude</b>          | -                           |
| <b>Crash ID</b>             | 91818411           | <b>Source</b>                      | TIMS                     | <b>Crash Date</b>             | 2022-07-08                        | <b>Time</b>             | 13:30                                     | <b>Day</b>               | Friday                      |
| <b>Type of Crash</b>        | Sideswipe          | <b>Primary Collision Factor</b>    | Other Than Driver        | <b>PCF Violation Category</b> | Other Than Driver (or Pedestrian) | <b>Severity</b>         | Possible injury or complaint of pain      | <b>Hit and Run</b>       | Not Hit and Run             |
| <b>Weather</b>              | Clear              | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition              | <b>Lighting</b>         | Daylight                                  | <b>Ped Action</b>        | No Pedestrian Involved      |
| <b>Number Injured</b>       | 1                  | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                                 | <b>Visible Injuries</b> | 0   | <b>Complaint of Pain</b> | 1                           |
| <b>Primary Rd</b>           | SR-20              | <b>Secondary Rd</b>                | NICE-LUCERNE CUTOFF      | <b>Intersection</b>           | Not Intersection                  | <b>Location Type</b>    | Highway                                   | -                        | -                           |
| <b>Tow Away</b>             | Yes                | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -                                 | -                       | -   | -                        | -                           |
| <b>Control Device</b>       | None               | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                                 | <b>Motorcycle Crash</b> | -   | <b>Truck Crash</b>       | -                           |
| <b>Pedestrians Involved</b> | 0                  | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                                 | <b>Longitude</b>        | -122.8714371                              | <b>Latitude</b>          | -                           |
| <b>Crash ID</b>             | 91923106           | <b>Source</b>                      | TIMS                     | <b>Crash Date</b>             | 2022-10-29                        | <b>Time</b>             | 18:45                                     | <b>Day</b>               | Saturday                    |
| <b>Type of Crash</b>        | Vehicle/Pedestrian | <b>Primary Collision Factor</b>    | Unknown                  | <b>PCF Violation Category</b> | Unknown                           | <b>Severity</b>         | Suspected serious injury or severe injury | <b>Hit and Run</b>       | Felony                      |
| <b>Weather</b>              | Clear              | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition              | <b>Lighting</b>         | Dark - No Street Lights                   | <b>Ped Action</b>        | In Road, Including Shoulder |
| <b>Number Injured</b>       | 1                  | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 1                                 | <b>Visible Injuries</b> | 0   | <b>Complaint of Pain</b> | 0                           |
| <b>Primary Rd</b>           | SR-20              | <b>Secondary Rd</b>                | POMO WAY                 | <b>Intersection</b>           | Not Intersection                  | <b>Location Type</b>    | Highway                                   | -                        | -                           |
| <b>Tow Away</b>             | No                 | <b>Motor Vehicle Involved With</b> | Pedestrian               | <b>Alcohol Involved</b>       | -                                 | -                       | -   | -                        | -                           |
| <b>Control Device</b>       | Functioning        | <b>Pedestrian Crash</b>            | Yes                      | <b>Bicycle Crash</b>          | -                                 | <b>Motorcycle Crash</b> | -   | <b>Truck Crash</b>       | -                           |
| <b>Pedestrians Involved</b> | 1                  | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                                 | <b>Longitude</b>        | -122.8827209                              | <b>Latitude</b>          | -                           |

**Crash Records for Robinson Rancheria from Transportation Injury Mapping System and California Crash Records System**

|                             |              |                                    |                          |                               |   |                         |   |                          |                        |
|-----------------------------|--------------|------------------------------------|--------------------------|-------------------------------|---|-------------------------|---|--------------------------|------------------------|
| <b>Crash ID</b>             | 91934434     | <b>Source</b>                      | TIMS                     | <b>Crash Date</b>             | 2022-11-24  | <b>Time</b>             | 16:10                                     | <b>Day</b>               | Thursday               |
| <b>Type of Crash</b>        | Other        | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | Improper Turning  | <b>Severity</b>         | Suspected serious injury or severe injury | <b>Hit and Run</b>       | Not Hit and Run        |
| <b>Weather</b>              | Clear        | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Daylight                                  | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 1            | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 1   | <b>Visible Injuries</b> | 0   | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | GARDEN DRIVE | <b>Secondary Rd</b>                | POLK STREET              | <b>Intersection</b>           | Not Intersection  | <b>Location Type</b>    | -   | -                        | -                      |
| <b>Tow Away</b>             | No           | <b>Motor Vehicle Involved With</b> | Non-Collision            | <b>Alcohol Involved</b>       | -   | -                       | -   | -                        | -                      |
| <b>Control Device</b>       | None         | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -   | <b>Motorcycle Crash</b> | Yes                                       | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0            | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 1   | <b>Longitude</b>        | -122.8682175                              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 91960046     | <b>Source</b>                      | TIMS                     | <b>Crash Date</b>             | 2022-12-21  | <b>Time</b>             | 02:20                                     | <b>Day</b>               | Wednesday              |
| <b>Type of Crash</b>        | Hit Object   | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | Driving or Bicycling Under the Influence of Alcohol or Drug | <b>Severity</b>         | Suspected serious injury or severe injury | <b>Hit and Run</b>       | Not Hit and Run        |
| <b>Weather</b>              | Clear        | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Dark - No Street Lights                   | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 1            | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 1   | <b>Visible Injuries</b> | 0   | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20        | <b>Secondary Rd</b>                | POMO WAY                 | <b>Intersection</b>           | Not Intersection  | <b>Location Type</b>    | Highway                                   | -                        | -                      |
| <b>Tow Away</b>             | Yes          | <b>Motor Vehicle Involved With</b> | Fixed Object             | <b>Alcohol Involved</b>       | Yes   | -                       | -   | -                        | -                      |
| <b>Control Device</b>       | None         | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -   | <b>Motorcycle Crash</b> | -   | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0            | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0   | <b>Longitude</b>        | -122.8839417                              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 91970087     | <b>Source</b>                      | TIMS                     | <b>Crash Date</b>             | 2023-01-07  | <b>Time</b>             | 12:50                                     | <b>Day</b>               | Saturday               |
| <b>Type of Crash</b>        | Hit Object   | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | Improper Turning  | <b>Severity</b>         | Suspected minor injury or visible injury  | <b>Hit and Run</b>       | Not Hit and Run        |
| <b>Weather</b>              | Cloudy       | <b>Roadway Surface</b>             | Wet                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Daylight                                  | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 1            | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0   | <b>Visible Injuries</b> | 1   | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20        | <b>Secondary Rd</b>                | NICE-LUCERNE CUTOFF      | <b>Intersection</b>           | Intersection  | <b>Location Type</b>    | Highway                                   | -                        | -                      |
| <b>Tow Away</b>             | Yes          | <b>Motor Vehicle Involved With</b> | Fixed Object             | <b>Alcohol Involved</b>       | -   | -                       | -   | -                        | -                      |
| <b>Control Device</b>       | Functioning  | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -   | <b>Motorcycle Crash</b> | -   | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0            | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0   | <b>Longitude</b>        | -122.8710175                              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 92074485     | <b>Source</b>                      | TIMS                     | <b>Crash Date</b>             | 2023-05-11  | <b>Time</b>             | 07:30                                     | <b>Day</b>               | Thursday               |
| <b>Type of Crash</b>        | Rear End     | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | Unsafe Speed  | <b>Severity</b>         | Possible injury or complaint of pain      | <b>Hit and Run</b>       | Not Hit and Run        |
| <b>Weather</b>              | Clear        | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Daylight                                  | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 3            | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0   | <b>Visible Injuries</b> | 0   | <b>Complaint of Pain</b> | 3                      |
| <b>Primary Rd</b>           | SR-20        | <b>Secondary Rd</b>                | RED HILLS LN             | <b>Intersection</b>           | Not Intersection  | <b>Location Type</b>    | Highway                                   | -                        | -                      |
| <b>Tow Away</b>             | Yes          | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -   | -                       | -   | -                        | -                      |
| <b>Control Device</b>       | None         | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -   | <b>Motorcycle Crash</b> | -   | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0            | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0   | <b>Longitude</b>        | -122.8780365                              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 92083634     | <b>Source</b>                      | TIMS                     | <b>Crash Date</b>             | 2023-05-30  | <b>Time</b>             | 18:33                                     | <b>Day</b>               | Tuesday                |
| <b>Type of Crash</b>        | Hit Object   | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | Driving or Bicycling Under the Influence of Alcohol or Drug | <b>Severity</b>         | Suspected minor injury or visible injury  | <b>Hit and Run</b>       | Not Hit and Run        |
| <b>Weather</b>              | Clear        | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Daylight                                  | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 1            | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0   | <b>Visible Injuries</b> | 1   | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20        | <b>Secondary Rd</b>                | PYLE ROAD                | <b>Intersection</b>           | Intersection  | <b>Location Type</b>    | Highway                                   | -                        | -                      |
| <b>Tow Away</b>             | Yes          | <b>Motor Vehicle Involved With</b> | Unknown code: 8          | <b>Alcohol Involved</b>       | Yes   | -                       | -   | -                        | -                      |
| <b>Control Device</b>       | None         | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -   | <b>Motorcycle Crash</b> | Yes                                       | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0            | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 1   | <b>Longitude</b>        | -122.8709869                              | <b>Latitude</b>          | -                      |

**Crash Records for Robinson Rancheria from Transportation Injury Mapping System and California Crash Records System**

|                             |                     |                                    |                          |                               |                         |                         |  |                          |                        |
|-----------------------------|---------------------|------------------------------------|--------------------------|-------------------------------|-------------------------|-------------------------|--|--------------------------|------------------------|
| <b>Crash ID</b>             | 92197488            | <b>Source</b>                      | TIMS                     | <b>Crash Date</b>             | 2023-10-09              | <b>Time</b>             | 11:00                                    | <b>Day</b>               | Monday                 |
| <b>Type of Crash</b>        | Rear End            | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | Unsafe Speed            | <b>Severity</b>         | Suspected minor injury or visible injury | <b>Hit and Run</b>       | Not Hit and Run        |
| <b>Weather</b>              | Cloudy              | <b>Roadway Surface</b>             | Wet                      | <b>Roadway Condition</b>      | No Unusual Condition    | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 1                   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                       | <b>Visible Injuries</b> | 1  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20               | <b>Secondary Rd</b>                | RECLAMATION RD.          | <b>Intersection</b>           | Not Intersection        | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | No                  | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -                       | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None                | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                       | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                       | <b>Longitude</b>        | -122.8876266                             | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 92239323            | <b>Source</b>                      | TIMS                     | <b>Crash Date</b>             | 2023-11-09              | <b>Time</b>             | 06:25                                    | <b>Day</b>               | Thursday               |
| <b>Type of Crash</b>        | Sideswipe           | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | Improper Turning        | <b>Severity</b>         | Possible injury or complaint of pain     | <b>Hit and Run</b>       | Not Hit and Run        |
| <b>Weather</b>              | Clear               | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition    | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 2                   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                       | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 2                      |
| <b>Primary Rd</b>           | SR-20               | <b>Secondary Rd</b>                | RECLAMATION CUTOFF       | <b>Intersection</b>           | Not Intersection        | <b>Location Type</b>    | Highway                                  | -                        | -                      |
| <b>Tow Away</b>             | Yes                 | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -                       | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None                | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                       | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                       | <b>Longitude</b>        | -122.8798828                             | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 92261942            | <b>Source</b>                      | TIMS                     | <b>Crash Date</b>             | 2023-12-07              | <b>Time</b>             | 08:20                                    | <b>Day</b>               | Thursday               |
| <b>Type of Crash</b>        | Head-On             | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | Automobile Right of Way | <b>Severity</b>         | Possible injury or complaint of pain     | <b>Hit and Run</b>       | Not Hit and Run        |
| <b>Weather</b>              | Cloudy              | <b>Roadway Surface</b>             | Wet                      | <b>Roadway Condition</b>      | No Unusual Condition    | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 1                   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                       | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 1                      |
| <b>Primary Rd</b>           | SR-20               | <b>Secondary Rd</b>                | NICE-LUCERNE CUTOFF      | <b>Intersection</b>           | Not Intersection        | <b>Location Type</b>    | Highway                                  | -                        | -                      |
| <b>Tow Away</b>             | Yes                 | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -                       | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None                | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                       | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                       | <b>Longitude</b>        | -122.8729095                             | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 92343191            | <b>Source</b>                      | TIMS                     | <b>Crash Date</b>             | 2024-02-09              | <b>Time</b>             | 13:20                                    | <b>Day</b>               | Friday                 |
| <b>Type of Crash</b>        | Overtaken           | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | Improper Turning        | <b>Severity</b>         | Fatal injury                             | <b>Hit and Run</b>       | Not Hit and Run        |
| <b>Weather</b>              | Clear               | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition    | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                   | <b>Number Killed</b>               | 1                        | <b>Severe Injuries</b>        | 0                       | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20               | <b>Secondary Rd</b>                | UPPER LAKE LUCERNE RD    | <b>Intersection</b>           | Not Intersection        | <b>Location Type</b>    | Highway                                  | -                        | -                      |
| <b>Tow Away</b>             | Yes                 | <b>Motor Vehicle Involved With</b> | Non-Collision            | <b>Alcohol Involved</b>       | -                       | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None                | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                       | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                       | <b>Longitude</b>        | -122.8914108                             | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 92374425            | <b>Source</b>                      | TIMS                     | <b>Crash Date</b>             | 2024-04-11              | <b>Time</b>             | 16:05                                    | <b>Day</b>               | Thursday               |
| <b>Type of Crash</b>        | Rear End            | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | Unsafe Speed            | <b>Severity</b>         | Suspected minor injury or visible injury | <b>Hit and Run</b>       | Not Hit and Run        |
| <b>Weather</b>              | Clear               | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition    | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 1                   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                       | <b>Visible Injuries</b> | 1  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | NICE LUCERNE CUTOFF | <b>Secondary Rd</b>                | LAKESHORE BLVD           | <b>Intersection</b>           | Not Intersection        | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | No                  | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -                       | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None                | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                       | <b>Motorcycle Crash</b> | Yes                                      | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 1                       | <b>Longitude</b>        | -122.886261                              | <b>Latitude</b>          | -                      |

**Crash Records for Robinson Rancheria from Transportation Injury Mapping System and California Crash Records System**

|                             |                          |                                    |                          |                               |                         |                         |   |                          |                           |
|-----------------------------|--------------------------|------------------------------------|--------------------------|-------------------------------|-------------------------|-------------------------|---|--------------------------|---------------------------|
| <b>Crash ID</b>             | 92380664                 | <b>Source</b>                      | TIMS                     | <b>Crash Date</b>             | 2024-02-04              | <b>Time</b>             | 19:30                                     | <b>Day</b>               | Sunday                    |
| <b>Type of Crash</b>        | Vehicle/Pedestrian       | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | Pedestrian Violation    | <b>Severity</b>         | Fatal injury                              | <b>Hit and Run</b>       | Not Hit and Run           |
| <b>Weather</b>              | Raining                  | <b>Roadway Surface</b>             | Wet                      | <b>Roadway Condition</b>      | No Unusual Condition    | <b>Lighting</b>         | Dark - No Street Lights                   | <b>Ped Action</b>        | Crossing Not in Crosswalk |
| <b>Number Injured</b>       | 1                        | <b>Number Killed</b>               | 1                        | <b>Severe Injuries</b>        | 0                       | <b>Visible Injuries</b> | 1   | <b>Complaint of Pain</b> | 0                         |
| <b>Primary Rd</b>           | STATE ROUTE 20           | <b>Secondary Rd</b>                | POMO WAY                 | <b>Intersection</b>           | Not Intersection        | <b>Location Type</b>    | Highway                                   | -                        | -                         |
| <b>Tow Away</b>             | No                       | <b>Motor Vehicle Involved With</b> | Pedestrian               | <b>Alcohol Involved</b>       | -                       | -                       | -   | -                        | -                         |
| <b>Control Device</b>       | None                     | <b>Pedestrian Crash</b>            | Yes                      | <b>Bicycle Crash</b>          | -                       | <b>Motorcycle Crash</b> | -   | <b>Truck Crash</b>       | -                         |
| <b>Pedestrians Involved</b> | 1                        | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                       | <b>Longitude</b>        | -122.8826828                              | <b>Latitude</b>          | -                         |
| <b>Crash ID</b>             | 92601932                 | <b>Source</b>                      | TIMS                     | <b>Crash Date</b>             | 2024-07-15              | <b>Time</b>             | 16:20                                     | <b>Day</b>               | Monday                    |
| <b>Type of Crash</b>        | Head-On                  | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | Automobile Right of Way | <b>Severity</b>         | Possible injury or complaint of pain      | <b>Hit and Run</b>       | Not Hit and Run           |
| <b>Weather</b>              | Clear                    | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition    | <b>Lighting</b>         | Daylight                                  | <b>Ped Action</b>        | No Pedestrian Involved    |
| <b>Number Injured</b>       | 1                        | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                       | <b>Visible Injuries</b> | 0   | <b>Complaint of Pain</b> | 1                         |
| <b>Primary Rd</b>           | SR-20                    | <b>Secondary Rd</b>                | POMO WAY                 | <b>Intersection</b>           | Intersection            | <b>Location Type</b>    | Highway                                   | -                        | -                         |
| <b>Tow Away</b>             | Yes                      | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -                       | -                       | -   | -                        | -                         |
| <b>Control Device</b>       | None                     | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                       | <b>Motorcycle Crash</b> | -   | <b>Truck Crash</b>       | -                         |
| <b>Pedestrians Involved</b> | 0                        | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                       | <b>Longitude</b>        | -122.8827362                              | <b>Latitude</b>          | -                         |
| <b>Crash ID</b>             | 94412400                 | <b>Source</b>                      | TIMS                     | <b>Crash Date</b>             | 2024-09-19              | <b>Time</b>             | 07:44                                     | <b>Day</b>               | Thursday                  |
| <b>Type of Crash</b>        | Rear End                 | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | Unsafe Speed            | <b>Severity</b>         | Possible injury or complaint of pain      | <b>Hit and Run</b>       | Not Hit and Run           |
| <b>Weather</b>              | Clear                    | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition    | <b>Lighting</b>         | Daylight                                  | <b>Ped Action</b>        | No Pedestrian Involved    |
| <b>Number Injured</b>       | 1                        | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                       | <b>Visible Injuries</b> | 0   | <b>Complaint of Pain</b> | 1                         |
| <b>Primary Rd</b>           | SR-20                    | <b>Secondary Rd</b>                | POMO WAY                 | <b>Intersection</b>           | Not Intersection        | <b>Location Type</b>    | Highway                                   | -                        | -                         |
| <b>Tow Away</b>             | Yes                      | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -                       | -                       | -   | -                        | -                         |
| <b>Control Device</b>       | None                     | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                       | <b>Motorcycle Crash</b> | -   | <b>Truck Crash</b>       | -                         |
| <b>Pedestrians Involved</b> | 0                        | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                       | <b>Longitude</b>        | -122.8840179                              | <b>Latitude</b>          | -                         |
| <b>Crash ID</b>             | 94438393                 | <b>Source</b>                      | TIMS                     | <b>Crash Date</b>             | 2024-10-03              | <b>Time</b>             | 21:45                                     | <b>Day</b>               | Thursday                  |
| <b>Type of Crash</b>        | Hit Object               | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | Wrong Side of Road      | <b>Severity</b>         | Possible injury or complaint of pain      | <b>Hit and Run</b>       | Felony                    |
| <b>Weather</b>              | Clear                    | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition    | <b>Lighting</b>         | Dark - No Street Lights                   | <b>Ped Action</b>        | No Pedestrian Involved    |
| <b>Number Injured</b>       | 1                        | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                       | <b>Visible Injuries</b> | 0   | <b>Complaint of Pain</b> | 1                         |
| <b>Primary Rd</b>           | NICE LUCERNE CUTOFF ROAD | <b>Secondary Rd</b>                | STOKES AVE               | <b>Intersection</b>           | Not Intersection        | <b>Location Type</b>    | -   | -                        | -                         |
| <b>Tow Away</b>             | No                       | <b>Motor Vehicle Involved With</b> | Fixed Object             | <b>Alcohol Involved</b>       | Yes                     | -                       | -   | -                        | -                         |
| <b>Control Device</b>       | None                     | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                       | <b>Motorcycle Crash</b> | -   | <b>Truck Crash</b>       | -                         |
| <b>Pedestrians Involved</b> | 0                        | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                       | <b>Longitude</b>        | -122.8783264                              | <b>Latitude</b>          | -                         |
| <b>Crash ID</b>             | 94592840                 | <b>Source</b>                      | TIMS                     | <b>Crash Date</b>             | 2025-02-22              | <b>Time</b>             | 03:45                                     | <b>Day</b>               | Saturday                  |
| <b>Type of Crash</b>        | Head-On                  | <b>Primary Collision Factor</b>    | Other Improper Driving   | <b>PCF Violation Category</b> | Other Improper Driving  | <b>Severity</b>         | Suspected serious injury or severe injury | <b>Hit and Run</b>       | Not Hit and Run           |
| <b>Weather</b>              | Clear                    | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition    | <b>Lighting</b>         | Daylight                                  | <b>Ped Action</b>        | No Pedestrian Involved    |
| <b>Number Injured</b>       | 2                        | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 2                       | <b>Visible Injuries</b> | 0   | <b>Complaint of Pain</b> | 0                         |
| <b>Primary Rd</b>           | POST STREET              | <b>Secondary Rd</b>                | HYDE STREET              | <b>Intersection</b>           | Not Intersection        | <b>Location Type</b>    | -   | -                        | -                         |
| <b>Tow Away</b>             | No                       | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -                       | -                       | -   | -                        | -                         |
| <b>Control Device</b>       | None                     | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                       | <b>Motorcycle Crash</b> | Yes                                       | <b>Truck Crash</b>       | -                         |
| <b>Pedestrians Involved</b> | 0                        | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 2                       | <b>Longitude</b>        | -122.8633804                              | <b>Latitude</b>          | -                         |

**Crash Records for Robinson Rancheria from Transportation Injury Mapping System and California Crash Records System**

|                             |                      |                                    |                          |                               |   |                         |   |                          |                        |
|-----------------------------|----------------------|------------------------------------|--------------------------|-------------------------------|---|-------------------------|---|--------------------------|------------------------|
| <b>Crash ID</b>             | 94597649             | <b>Source</b>                      | TIMS                     | <b>Crash Date</b>             | 2025-02-18  | <b>Time</b>             | 07:38                                     | <b>Day</b>               | Tuesday                |
| <b>Type of Crash</b>        | Rear End             | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | Unsafe Speed  | <b>Severity</b>         | Suspected minor injury or visible injury  | <b>Hit and Run</b>       | Not Hit and Run        |
| <b>Weather</b>              | Clear                | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Daylight                                  | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 1                    | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0   | <b>Visible Injuries</b> | 1   | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR20                 | <b>Secondary Rd</b>                | LEVINSOHN DRIVE          | <b>Intersection</b>           | Not Intersection  | <b>Location Type</b>    | Highway                                   | -                        | -                      |
| <b>Tow Away</b>             | No                   | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -   | -                       | -   | -                        | -                      |
| <b>Control Device</b>       | None                 | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -   | <b>Motorcycle Crash</b> | -   | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                    | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0   | <b>Longitude</b>        | -122.8678665                              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 94666534             | <b>Source</b>                      | TIMS                     | <b>Crash Date</b>             | 2025-04-14  | <b>Time</b>             | 08:45                                     | <b>Day</b>               | Monday                 |
| <b>Type of Crash</b>        | Overtaken            | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | Improper Turning  | <b>Severity</b>         | Possible injury or complaint of pain      | <b>Hit and Run</b>       | Not Hit and Run        |
| <b>Weather</b>              | Clear                | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Daylight                                  | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 1                    | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0   | <b>Visible Injuries</b> | 0   | <b>Complaint of Pain</b> | 1                      |
| <b>Primary Rd</b>           | NICE-LUCERNE CUTTOFF | <b>Secondary Rd</b>                | SR-20                    | <b>Intersection</b>           | Not Intersection  | <b>Location Type</b>    | -   | -                        | -                      |
| <b>Tow Away</b>             | No                   | <b>Motor Vehicle Involved With</b> | Non-Collision            | <b>Alcohol Involved</b>       | -   | -                       | -   | -                        | -                      |
| <b>Control Device</b>       | None                 | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -   | <b>Motorcycle Crash</b> | Yes                                       | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                    | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 1   | <b>Longitude</b>        | -122.8718033                              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 94805535             | <b>Source</b>                      | TIMS                     | <b>Crash Date</b>             | 2025-07-23  | <b>Time</b>             | 22:35                                     | <b>Day</b>               | Wednesday              |
| <b>Type of Crash</b>        | Hit Object           | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | Driving or Bicycling Under the Influence of Alcohol or Drug | <b>Severity</b>         | Suspected serious injury or severe injury | <b>Hit and Run</b>       | Not Hit and Run        |
| <b>Weather</b>              | Clear                | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Dark - Street Lights                      | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 2                    | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 1   | <b>Visible Injuries</b> | 1   | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | LAKESHORE BLVD       | <b>Secondary Rd</b>                | SAND PIPPER              | <b>Intersection</b>           | Not Intersection  | <b>Location Type</b>    | -   | -                        | -                      |
| <b>Tow Away</b>             | Yes                  | <b>Motor Vehicle Involved With</b> | Fixed Object             | <b>Alcohol Involved</b>       | Yes   | -                       | -   | -                        | -                      |
| <b>Control Device</b>       | None                 | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -   | <b>Motorcycle Crash</b> | -   | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                    | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0   | <b>Longitude</b>        | -122.8639221                              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 94866056             | <b>Source</b>                      | TIMS                     | <b>Crash Date</b>             | 2025-09-17  | <b>Time</b>             | 14:05                                     | <b>Day</b>               | Wednesday              |
| <b>Type of Crash</b>        | Broadside            | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | Improper Turning  | <b>Severity</b>         | Possible injury or complaint of pain      | <b>Hit and Run</b>       | Not Hit and Run        |
| <b>Weather</b>              | Clear                | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Daylight                                  | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 1                    | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0   | <b>Visible Injuries</b> | 0   | <b>Complaint of Pain</b> | 1                      |
| <b>Primary Rd</b>           | SR-20                | <b>Secondary Rd</b>                | RECLAMATION RD           | <b>Intersection</b>           | Not Intersection  | <b>Location Type</b>    | Highway                                   | -                        | -                      |
| <b>Tow Away</b>             | Yes                  | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -   | -                       | -   | -                        | -                      |
| <b>Control Device</b>       | None                 | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -   | <b>Motorcycle Crash</b> | -   | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                    | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0   | <b>Longitude</b>        | -122.8882065                              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 94903903             | <b>Source</b>                      | TIMS                     | <b>Crash Date</b>             | 2025-10-18  | <b>Time</b>             | 20:35                                     | <b>Day</b>               | Saturday               |
| <b>Type of Crash</b>        | Hit Object           | <b>Primary Collision Factor</b>    | Other Than Driver        | <b>PCF Violation Category</b> | Other Than Driver (or Pedestrian)                           | <b>Severity</b>         | Suspected minor injury or visible injury  | <b>Hit and Run</b>       | Not Hit and Run        |
| <b>Weather</b>              | Clear                | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Dark - No Street Lights                   | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 2                    | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0   | <b>Visible Injuries</b> | 2   | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20                | <b>Secondary Rd</b>                | RECLAMATION ROAD         | <b>Intersection</b>           | Not Intersection  | <b>Location Type</b>    | Highway                                   | -                        | -                      |
| <b>Tow Away</b>             | Yes                  | <b>Motor Vehicle Involved With</b> | Animal                   | <b>Alcohol Involved</b>       | -   | -                       | -   | -                        | -                      |
| <b>Control Device</b>       | None                 | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -   | <b>Motorcycle Crash</b> | -   | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                    | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0   | <b>Longitude</b>        | -122.8852921                              | <b>Latitude</b>          | -                      |

**Crash Records for Robinson Rancheria from Transportation Injury Mapping System and California Crash Records System**

|                             |                     |                                    |                          |                               |                       |                         |  |                          |                             |
|-----------------------------|---------------------|------------------------------------|--------------------------|-------------------------------|-----------------------|-------------------------|--|--------------------------|-----------------------------|
| <b>Crash ID</b>             | 94976129            | <b>Source</b>                      | TIMS                     | <b>Crash Date</b>             | 2025-12-09            | <b>Time</b>             | 19:25                                    | <b>Day</b>               | Tuesday                     |
| <b>Type of Crash</b>        | Vehicle/Pedestrian  | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | Unsafe Speed          | <b>Severity</b>         | Suspected minor injury or visible injury | <b>Hit and Run</b>       | Not Hit and Run             |
| <b>Weather</b>              | Clear               | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Dark - No Street Lights                  | <b>Ped Action</b>        | In Road, Including Shoulder |
| <b>Number Injured</b>       | 1                   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                     | <b>Visible Injuries</b> | 1  | <b>Complaint of Pain</b> | 0                           |
| <b>Primary Rd</b>           | NICE-LUCERNE CUTOFF | <b>Secondary Rd</b>                | STOKES AVENUE            | <b>Intersection</b>           | Not Intersection      | <b>Location Type</b>    | -  | -                        | -                           |
| <b>Tow Away</b>             | No                  | <b>Motor Vehicle Involved With</b> | Pedestrian               | <b>Alcohol Involved</b>       | -                     | -                       | -  | -                        | -                           |
| <b>Control Device</b>       | None                | <b>Pedestrian Crash</b>            | Yes                      | <b>Bicycle Crash</b>          | -                     | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                           |
| <b>Pedestrians Involved</b> | 1                   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                     | <b>Longitude</b>        | -122.8804626                             | <b>Latitude</b>          | -                           |
| <b>Crash ID</b>             | 1394275             | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 1/23/2021 12:30:00 PM | <b>Time</b>             | 12:30                                    | <b>Day</b>               | Saturday                    |
| <b>Type of Crash</b>        | Overtuned           | <b>Primary Collision Factor</b>    | Other Improper Driving   | <b>PCF Violation Category</b> | -                     | <b>Severity</b>         | Suspected minor injury or visible injury | <b>Hit and Run</b>       | -                           |
| <b>Weather</b>              | Clear               | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved      |
| <b>Number Injured</b>       | 1                   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                     | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                           |
| <b>Primary Rd</b>           | 7332 LAKE STREET    | <b>Secondary Rd</b>                | SR-20                    | <b>Intersection</b>           | -                     | <b>Location Type</b>    | -  | -                        | -                           |
| <b>Tow Away</b>             | No                  | <b>Motor Vehicle Involved With</b> | Non-Collision            | <b>Alcohol Involved</b>       | -                     | -                       | -  | -                        | -                           |
| <b>Control Device</b>       | Functioning         | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                     | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                           |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                     | <b>Longitude</b>        | -122.86937                               | <b>Latitude</b>          | -                           |
| <b>Crash ID</b>             | 1410338             | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 2/6/2021 3:15:00 PM   | <b>Time</b>             | 15:15                                    | <b>Day</b>               | Saturday                    |
| <b>Type of Crash</b>        | Rear End            | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                     | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | Misdemeanor                 |
| <b>Weather</b>              | Clear               | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved      |
| <b>Number Injured</b>       | 0                   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                     | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                           |
| <b>Primary Rd</b>           | SR-20               | <b>Secondary Rd</b>                | PYLE RD.                 | <b>Intersection</b>           | -                     | <b>Location Type</b>    | -  | -                        | -                           |
| <b>Tow Away</b>             | No                  | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -                     | -                       | -  | -                        | -                           |
| <b>Control Device</b>       | Functioning         | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                     | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                           |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                     | <b>Longitude</b>        | -122.87081                               | <b>Latitude</b>          | -                           |
| <b>Crash ID</b>             | 1428434             | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 3/10/2021 12:00:00 AM | <b>Time</b>             | 00:00                                    | <b>Day</b>               | Wednesday                   |
| <b>Type of Crash</b>        | Hit Object          | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                     | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | -                           |
| <b>Weather</b>              | Cloudy              | <b>Roadway Surface</b>             | Wet                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Dark - Street Lights                     | <b>Ped Action</b>        | No Pedestrian Involved      |
| <b>Number Injured</b>       | 0                   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                     | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                           |
| <b>Primary Rd</b>           | SR-20               | <b>Secondary Rd</b>                | Pyle Road                | <b>Intersection</b>           | -                     | <b>Location Type</b>    | -  | -                        | -                           |
| <b>Tow Away</b>             | Yes                 | <b>Motor Vehicle Involved With</b> | Fixed Object             | <b>Alcohol Involved</b>       | -                     | -                       | -  | -                        | -                           |
| <b>Control Device</b>       | Functioning         | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                     | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                           |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                     | <b>Longitude</b>        | -122.87124                               | <b>Latitude</b>          | -                           |
| <b>Crash ID</b>             | 1456549             | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 4/16/2021 4:29:00 PM  | <b>Time</b>             | 16:29                                    | <b>Day</b>               | Friday                      |
| <b>Type of Crash</b>        | Rear End            | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                     | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | -                           |
| <b>Weather</b>              | Clear               | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved      |
| <b>Number Injured</b>       | 0                   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                     | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                           |
| <b>Primary Rd</b>           | NICE/LUCERNE CUTOFF | <b>Secondary Rd</b>                | LAKESHORE BLVD           | <b>Intersection</b>           | -                     | <b>Location Type</b>    | -  | -                        | -                           |
| <b>Tow Away</b>             | No                  | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -                     | -                       | -  | -                        | -                           |
| <b>Control Device</b>       | None                | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                     | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                           |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                     | <b>Longitude</b>        | -122.87309                               | <b>Latitude</b>          | -                           |

**Crash Records for Robinson Rancheria from Transportation Injury Mapping System and California Crash Records System**

|                             |   |                                    |                          |                               |                      |                         |                      |                          |                        |
|-----------------------------|---|------------------------------------|--------------------------|-------------------------------|----------------------|-------------------------|----------------------|--------------------------|------------------------|
| <b>Crash ID</b>             | 1492364   | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 5/30/2021 1:35:00 PM | <b>Time</b>             | 13:35                | <b>Day</b>               | Sunday                 |
| <b>Type of Crash</b>        | Hit Object  | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                    | <b>Severity</b>         | No injury / PDO      | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Clear   | <b>Roadway Surface</b>             | Snowy or Icy             | <b>Roadway Condition</b>      | No Unusual Condition | <b>Lighting</b>         | Daylight             | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                    | <b>Visible Injuries</b> | 0                    | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20   | <b>Secondary Rd</b>                | NICE-LUCERNE CUTOFF      | <b>Intersection</b>           | -                    | <b>Location Type</b>    | -                    | -                        | -                      |
| <b>Tow Away</b>             | Yes   | <b>Motor Vehicle Involved With</b> | Fixed Object             | <b>Alcohol Involved</b>       | -                    | -                       | -                    | -                        | -                      |
| <b>Control Device</b>       | Functioning   | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                    | <b>Motorcycle Crash</b> | -                    | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                    | <b>Longitude</b>        | -122.87128           | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 1487420   | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 5/27/2021 5:05:00 PM | <b>Time</b>             | 17:05                | <b>Day</b>               | Thursday               |
| <b>Type of Crash</b>        | Sideswipe   | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                    | <b>Severity</b>         | No injury / PDO      | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Clear   | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition | <b>Lighting</b>         | Daylight             | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                    | <b>Visible Injuries</b> | 0                    | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20   | <b>Secondary Rd</b>                | LEVINSOHN DRIVE          | <b>Intersection</b>           | -                    | <b>Location Type</b>    | -                    | -                        | -                      |
| <b>Tow Away</b>             | No  | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -                    | -                       | -                    | -                        | -                      |
| <b>Control Device</b>       | None  | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                    | <b>Motorcycle Crash</b> | -                    | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                    | <b>Longitude</b>        | -122.867843          | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 1499291   | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 6/6/2021 12:51:00 PM | <b>Time</b>             | 12:51                | <b>Day</b>               | Sunday                 |
| <b>Type of Crash</b>        | Sideswipe   | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                    | <b>Severity</b>         | No injury / PDO      | <b>Hit and Run</b>       | Misdemeanor            |
| <b>Weather</b>              | Clear   | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition | <b>Lighting</b>         | Daylight             | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                    | <b>Visible Injuries</b> | 0                    | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20   | <b>Secondary Rd</b>                | NICE-LUCERNE CUT OFF     | <b>Intersection</b>           | -                    | <b>Location Type</b>    | -                    | -                        | -                      |
| <b>Tow Away</b>             | Yes   | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -                    | -                       | -                    | -                        | -                      |
| <b>Control Device</b>       | None  | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                    | <b>Motorcycle Crash</b> | -                    | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                    | <b>Longitude</b>        | -122.87344           | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 1498618   | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 6/9/2021 8:59:00 PM  | <b>Time</b>             | 20:59                | <b>Day</b>               | Wednesday              |
| <b>Type of Crash</b>        | Hit Object  | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                    | <b>Severity</b>         | No injury / PDO      | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Clear   | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition | <b>Lighting</b>         | Dark - Street Lights | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                    | <b>Visible Injuries</b> | 0                    | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | LAKESHORE BOULEVARD                                       | <b>Secondary Rd</b>                | HAMMOND AVE              | <b>Intersection</b>           | -                    | <b>Location Type</b>    | -                    | -                        | -                      |
| <b>Tow Away</b>             | Yes   | <b>Motor Vehicle Involved With</b> | Fixed Object             | <b>Alcohol Involved</b>       | -                    | -                       | -                    | -                        | -                      |
| <b>Control Device</b>       | None  | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                    | <b>Motorcycle Crash</b> | -                    | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                    | <b>Longitude</b>        | -122.863968          | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 1497163   | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 6/3/2021 3:30:00 PM  | <b>Time</b>             | 15:30                | <b>Day</b>               | Thursday               |
| <b>Type of Crash</b>        | Hit Object  | <b>Primary Collision Factor</b>    | Other Improper Driving   | <b>PCF Violation Category</b> | -                    | <b>Severity</b>         | No injury / PDO      | <b>Hit and Run</b>       | Misdemeanor            |
| <b>Weather</b>              | Clear   | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition | <b>Lighting</b>         | Daylight             | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                    | <b>Visible Injuries</b> | 0                    | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SENTRY MARKET PARKING LOT (2265 E HWY 20- NICE- CA 95464) | <b>Secondary Rd</b>                | STOKES COURT             | <b>Intersection</b>           | -                    | <b>Location Type</b>    | -                    | -                        | -                      |
| <b>Tow Away</b>             | No  | <b>Motor Vehicle Involved With</b> | Fixed Object             | <b>Alcohol Involved</b>       | -                    | -                       | -                    | -                        | -                      |
| <b>Control Device</b>       | None  | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                    | <b>Motorcycle Crash</b> | -                    | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                    | <b>Longitude</b>        | -122.87016           | <b>Latitude</b>          | -                      |

**Crash Records for Robinson Rancheria from Transportation Injury Mapping System and California Crash Records System**

|                             |                  |                                    |                          |                               |                      |                         |  |                          |                        |
|-----------------------------|------------------|------------------------------------|--------------------------|-------------------------------|----------------------|-------------------------|--|--------------------------|------------------------|
| <b>Crash ID</b>             | 1497156          | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 6/3/2021 5:00:00 AM  | <b>Time</b>             | 05:00                                    | <b>Day</b>               | Thursday               |
| <b>Type of Crash</b>        | Hit Object       | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                    | <b>Severity</b>         | Suspected minor injury or visible injury | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Clear            | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition | <b>Lighting</b>         | Dusk - Dawn                              | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 1                | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                    | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20            | <b>Secondary Rd</b>                | NICE-LUCERNE CUTOFF      | <b>Intersection</b>           | -                    | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | Yes              | <b>Motor Vehicle Involved With</b> | Fixed Object             | <b>Alcohol Involved</b>       | -                    | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None             | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                    | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                    | <b>Longitude</b>        | -122.871292                              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 1512147          | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 6/24/2021 4:20:00 AM | <b>Time</b>             | 04:20                                    | <b>Day</b>               | Thursday               |
| <b>Type of Crash</b>        | Hit Object       | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                    | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | Misdemeanor            |
| <b>Weather</b>              | Clear            | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition | <b>Lighting</b>         | Dusk - Dawn                              | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                    | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20 E/B        | <b>Secondary Rd</b>                | NICE LUCERNE CUT OFF     | <b>Intersection</b>           | -                    | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | Yes              | <b>Motor Vehicle Involved With</b> | Fixed Object             | <b>Alcohol Involved</b>       | -                    | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None             | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                    | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                    | <b>Longitude</b>        | -122.876145                              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 1510034          | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 6/20/2021 3:00:00 PM | <b>Time</b>             | 15:00                                    | <b>Day</b>               | Sunday                 |
| <b>Type of Crash</b>        | Sideswipe        | <b>Primary Collision Factor</b>    | Other Improper Driving   | <b>PCF Violation Category</b> | -                    | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | Misdemeanor            |
| <b>Weather</b>              | Clear            | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                    | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | PRIVATE PROPERTY | <b>Secondary Rd</b>                | LAKESHORE BOULEVARD      | <b>Intersection</b>           | -                    | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | No               | <b>Motor Vehicle Involved With</b> | Parked Motor Vehicle     | <b>Alcohol Involved</b>       | -                    | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None             | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                    | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                    | <b>Longitude</b>        | -122.863177                              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 1509259          | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 6/17/2021 5:30:00 PM | <b>Time</b>             | 17:30                                    | <b>Day</b>               | Thursday               |
| <b>Type of Crash</b>        | Rear End         | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                    | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Clear            | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                    | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20            | <b>Secondary Rd</b>                | UPPER LAKE LUCERNE RD.   | <b>Intersection</b>           | -                    | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | Yes              | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -                    | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None             | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                    | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                    | <b>Longitude</b>        | -122.891191                              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 1540513          | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 8/2/2021 7:35:00 AM  | <b>Time</b>             | 07:35                                    | <b>Day</b>               | Monday                 |
| <b>Type of Crash</b>        | Hit Object       | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                    | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Clear            | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                    | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20            | <b>Secondary Rd</b>                | NICE-LUCERNE CUTOFF      | <b>Intersection</b>           | -                    | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | No               | <b>Motor Vehicle Involved With</b> | Fixed Object             | <b>Alcohol Involved</b>       | -                    | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None             | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                    | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                    | <b>Longitude</b>        | -122.872164                              | <b>Latitude</b>          | -                      |

**Crash Records for Robinson Rancheria from Transportation Injury Mapping System and California Crash Records System**

|                             |                     |                                    |                          |                               |                      |                         |  |                          |                        |
|-----------------------------|---------------------|------------------------------------|--------------------------|-------------------------------|----------------------|-------------------------|--|--------------------------|------------------------|
| <b>Crash ID</b>             | 1537873             | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 8/11/2021 2:55:00 PM | <b>Time</b>             | 14:55                                    | <b>Day</b>               | Sunday                 |
| <b>Type of Crash</b>        | Broadside           | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                    | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Clear               | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                    | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20               | <b>Secondary Rd</b>                | NICE-LUCERNE CUTOFF      | <b>Intersection</b>           | -                    | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | No                  | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -                    | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | Functioning         | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                    | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                    | <b>Longitude</b>        | -122.87116                               | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 1552848             | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 8/16/2021 3:07:00 AM | <b>Time</b>             | 03:07                                    | <b>Day</b>               | Monday                 |
| <b>Type of Crash</b>        | Hit Object          | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                    | <b>Severity</b>         | Suspected minor injury or visible injury | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Clear               | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition | <b>Lighting</b>         | Dark - Street Lights                     | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 1                   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                    | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20               | <b>Secondary Rd</b>                | NICE LUCERNE CUTOFF      | <b>Intersection</b>           | -                    | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | Yes                 | <b>Motor Vehicle Involved With</b> | Fixed Object             | <b>Alcohol Involved</b>       | -                    | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None                | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                    | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                    | <b>Longitude</b>        | -122.872291                              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 1550490             | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 8/18/2021 4:10:00 PM | <b>Time</b>             | 16:10                                    | <b>Day</b>               | Wednesday              |
| <b>Type of Crash</b>        | Rear End            | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                    | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Clear               | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                    | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | NICE-LUCERNE CUTOFF | <b>Secondary Rd</b>                | SR-20                    | <b>Intersection</b>           | -                    | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | Yes                 | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -                    | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None                | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                    | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                    | <b>Longitude</b>        | -122.87137                               | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 1574969             | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 9/17/2021 1:05:00 PM | <b>Time</b>             | 13:05                                    | <b>Day</b>               | Friday                 |
| <b>Type of Crash</b>        | Hit Object          | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                    | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Clear               | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                    | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20               | <b>Secondary Rd</b>                | NICE LUCERNE CUTOFF      | <b>Intersection</b>           | -                    | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | Yes                 | <b>Motor Vehicle Involved With</b> | Fixed Object             | <b>Alcohol Involved</b>       | -                    | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None                | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                    | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                    | <b>Longitude</b>        | -122.87135                               | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 1613954             | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 10/24/2021           | <b>Time</b>             | 12:40                                    | <b>Day</b>               | Sunday                 |
| <b>Type of Crash</b>        | Hit Object          | <b>Primary Collision Factor</b>    | Other Than Driver        | <b>PCF Violation Category</b> | -                    | <b>Severity</b>         | Suspected minor injury or visible injury | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Cloudy              | <b>Roadway Surface</b>             | Wet                      | <b>Roadway Condition</b>      | No Unusual Condition | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 1                   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                    | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | NICE LUCERNE CUTOFF | <b>Secondary Rd</b>                | LAKESHORE BLVD           | <b>Intersection</b>           | -                    | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | Yes                 | <b>Motor Vehicle Involved With</b> | Fixed Object             | <b>Alcohol Involved</b>       | -                    | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None                | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                    | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                    | <b>Longitude</b>        | -122.87677                               | <b>Latitude</b>          | -                      |

**Crash Records for Robinson Rancheria from Transportation Injury Mapping System and California Crash Records System**

|                             |                      |                                    |                          |                               |                        |                         |                         |                          |                        |
|-----------------------------|----------------------|------------------------------------|--------------------------|-------------------------------|------------------------|-------------------------|-------------------------|--------------------------|------------------------|
| <b>Crash ID</b>             | 1606436              | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 10/21/2021 10:50:00 AM | <b>Time</b>             | 10:50                   | <b>Day</b>               | Thursday               |
| <b>Type of Crash</b>        | Sideswipe            | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                      | <b>Severity</b>         | No injury / PDO         | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Cloudy               | <b>Roadway Surface</b>             | Wet                      | <b>Roadway Condition</b>      | No Unusual Condition   | <b>Lighting</b>         | Daylight                | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                    | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                      | <b>Visible Injuries</b> | 0                       | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | STOKES AVENUE        | <b>Secondary Rd</b>                | STOKES COURT             | <b>Intersection</b>           | -                      | <b>Location Type</b>    | -                       | -                        | -                      |
| <b>Tow Away</b>             | No                   | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -                      | -                       | -                       | -                        | -                      |
| <b>Control Device</b>       | None                 | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                      | <b>Motorcycle Crash</b> | -                       | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                    | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                      | <b>Longitude</b>        | -122.86863              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 1620337              | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 10/30/2021 1:44:00 AM  | <b>Time</b>             | 01:44                   | <b>Day</b>               | Saturday               |
| <b>Type of Crash</b>        | Hit Object           | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                      | <b>Severity</b>         | No injury / PDO         | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Cloudy               | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition   | <b>Lighting</b>         | Dark - No Street Lights | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                    | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                      | <b>Visible Injuries</b> | 0                       | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20                | <b>Secondary Rd</b>                | NICE LUCERENE CUTOFF     | <b>Intersection</b>           | -                      | <b>Location Type</b>    | -                       | -                        | -                      |
| <b>Tow Away</b>             | Yes                  | <b>Motor Vehicle Involved With</b> | Fixed Object             | <b>Alcohol Involved</b>       | -                      | -                       | -                       | -                        | -                      |
| <b>Control Device</b>       | None                 | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                      | <b>Motorcycle Crash</b> | -                       | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                    | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                      | <b>Longitude</b>        | -122.87132              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 1645128              | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 11/28/2021             | <b>Time</b>             | 2:10 AM                 | <b>Day</b>               | Sunday                 |
| <b>Type of Crash</b>        | Hit Object           | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                      | <b>Severity</b>         | No injury / PDO         | <b>Hit and Run</b>       | Misdemeanor            |
| <b>Weather</b>              | Clear                | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition   | <b>Lighting</b>         | Dark - Street Lights    | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                    | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                      | <b>Visible Injuries</b> | 0                       | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | NICE LUCERENE CUTOFF | <b>Secondary Rd</b>                | SR-20                    | <b>Intersection</b>           | -                      | <b>Location Type</b>    | -                       | -                        | -                      |
| <b>Tow Away</b>             | No                   | <b>Motor Vehicle Involved With</b> | Fixed Object             | <b>Alcohol Involved</b>       | -                      | -                       | -                       | -                        | -                      |
| <b>Control Device</b>       | None                 | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                      | <b>Motorcycle Crash</b> | -                       | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                    | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                      | <b>Longitude</b>        | -122.87145              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 1640959              | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 11/25/2021             | <b>Time</b>             | 12:05 PM                | <b>Day</b>               | Thursday               |
| <b>Type of Crash</b>        | Broadside            | <b>Primary Collision Factor</b>    | Other Improper Driving   | <b>PCF Violation Category</b> | -                      | <b>Severity</b>         | No injury / PDO         | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Clear                | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition   | <b>Lighting</b>         | Daylight                | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                    | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                      | <b>Visible Injuries</b> | 0                       | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20                | <b>Secondary Rd</b>                | POMO WAY                 | <b>Intersection</b>           | -                      | <b>Location Type</b>    | -                       | -                        | -                      |
| <b>Tow Away</b>             | Yes                  | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -                      | -                       | -                       | -                        | -                      |
| <b>Control Device</b>       | Functioning          | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                      | <b>Motorcycle Crash</b> | -                       | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                    | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                      | <b>Longitude</b>        | -122.88279              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 1670015              | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 12/28/2021 1:42        | <b>Time</b>             | 01:42                   | <b>Day</b>               | Tuesday                |
| <b>Type of Crash</b>        | Hit Object           | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                      | <b>Severity</b>         | No injury / PDO         | <b>Hit and Run</b>       | Misdemeanor            |
| <b>Weather</b>              | Cloudy               | <b>Roadway Surface</b>             | Wet                      | <b>Roadway Condition</b>      | No Unusual Condition   | <b>Lighting</b>         | Dark - No Street Lights | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                    | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                      | <b>Visible Injuries</b> | 0                       | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | LAKESHORE BOULEVARD  | <b>Secondary Rd</b>                | HAMMOND AVENUE           | <b>Intersection</b>           | -                      | <b>Location Type</b>    | -                       | -                        | -                      |
| <b>Tow Away</b>             | Yes                  | <b>Motor Vehicle Involved With</b> | Fixed Object             | <b>Alcohol Involved</b>       | -                      | -                       | -                       | -                        | -                      |
| <b>Control Device</b>       | None                 | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                      | <b>Motorcycle Crash</b> | -                       | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                    | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                      | <b>Longitude</b>        | -122.871046             | <b>Latitude</b>          | -                      |

**Crash Records for Robinson Rancheria from Transportation Injury Mapping System and California Crash Records System**

|                             |   |                                    |                          |                               |                      |                         |                      |                          |                        |
|-----------------------------|---|------------------------------------|--------------------------|-------------------------------|----------------------|-------------------------|----------------------|--------------------------|------------------------|
| <b>Crash ID</b>             | 1720182                                 | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 3/3/2022 6:40:00 PM  | <b>Time</b>             | 18:40                | <b>Day</b>               | Thursday               |
| <b>Type of Crash</b>        | Hit Object                              | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                    | <b>Severity</b>         | No injury / PDO      | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Cloudy                                  | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition | <b>Lighting</b>         | Dark - Street Lights | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                                       | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                    | <b>Visible Injuries</b> | 0                    | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20                                   | <b>Secondary Rd</b>                | NICE/LUCERNE CUTOFF      | <b>Intersection</b>           | -                    | <b>Location Type</b>    | -                    | -                        | -                      |
| <b>Tow Away</b>             | Yes                                     | <b>Motor Vehicle Involved With</b> | Other Object             | <b>Alcohol Involved</b>       | -                    | -                       | -                    | -                        | -                      |
| <b>Control Device</b>       | Functioning                             | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                    | <b>Motorcycle Crash</b> | -                    | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                                       | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                    | <b>Longitude</b>        | -122.87125           | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 1730216                                 | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 3/13/2022 1:30:00 PM | <b>Time</b>             | 13:30                | <b>Day</b>               | Sunday                 |
| <b>Type of Crash</b>        | Sideswipe                               | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                    | <b>Severity</b>         | No injury / PDO      | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Clear                                   | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition | <b>Lighting</b>         | Daylight             | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                                       | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                    | <b>Visible Injuries</b> | 0                    | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20                                   | <b>Secondary Rd</b>                | POMO WAY                 | <b>Intersection</b>           | -                    | <b>Location Type</b>    | -                    | -                        | -                      |
| <b>Tow Away</b>             | No                                      | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -                    | -                       | -                    | -                        | -                      |
| <b>Control Device</b>       | None                                    | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                    | <b>Motorcycle Crash</b> | -                    | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                                       | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                    | <b>Longitude</b>        | -122.88202           | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 1723188                                 | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 3/9/2022 9:08:00 PM  | <b>Time</b>             | 21:08                | <b>Day</b>               | Wednesday              |
| <b>Type of Crash</b>        | Rear End                                | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                    | <b>Severity</b>         | No injury / PDO      | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Clear                                   | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition | <b>Lighting</b>         | Dark - Street Lights | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                                       | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                    | <b>Visible Injuries</b> | 0                    | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20                                   | <b>Secondary Rd</b>                | RECLAMATION CUTOFF       | <b>Intersection</b>           | -                    | <b>Location Type</b>    | -                    | -                        | -                      |
| <b>Tow Away</b>             | Yes                                     | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -                    | -                       | -                    | -                        | -                      |
| <b>Control Device</b>       | None                                    | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                    | <b>Motorcycle Crash</b> | -                    | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                                       | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                    | <b>Longitude</b>        | -122.88173           | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 1759456                                 | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 4/12/2022 6:25:00 PM | <b>Time</b>             | 18:25                | <b>Day</b>               | Tuesday                |
| <b>Type of Crash</b>        | Sideswipe                               | <b>Primary Collision Factor</b>    | Other Improper Driving   | <b>PCF Violation Category</b> | -                    | <b>Severity</b>         | No injury / PDO      | <b>Hit and Run</b>       | Misdemeanor            |
| <b>Weather</b>              | Clear                                   | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition | <b>Lighting</b>         | Daylight             | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                                       | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                    | <b>Visible Injuries</b> | 0                    | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | 1585 E. HWY 20 (POMO PUMPS PARKING LOT) | <b>Secondary Rd</b>                | SR-20                    | <b>Intersection</b>           | -                    | <b>Location Type</b>    | -                    | -                        | -                      |
| <b>Tow Away</b>             | No                                      | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -                    | -                       | -                    | -                        | -                      |
| <b>Control Device</b>       | None                                    | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                    | <b>Motorcycle Crash</b> | -                    | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                                       | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                    | <b>Longitude</b>        | -122.88214           | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 1787983                                 | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 5/20/2022 9:00:00 PM | <b>Time</b>             | 21:00                | <b>Day</b>               | Friday                 |
| <b>Type of Crash</b>        | Hit Object                              | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                    | <b>Severity</b>         | No injury / PDO      | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Clear                                   | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition | <b>Lighting</b>         | Dark - Street Lights | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                                       | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                    | <b>Visible Injuries</b> | 0                    | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20                                   | <b>Secondary Rd</b>                | NICE-LUCERNE CUTOFF      | <b>Intersection</b>           | -                    | <b>Location Type</b>    | -                    | -                        | -                      |
| <b>Tow Away</b>             | No                                      | <b>Motor Vehicle Involved With</b> | Fixed Object             | <b>Alcohol Involved</b>       | -                    | -                       | -                    | -                        | -                      |
| <b>Control Device</b>       | Functioning                             | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                    | <b>Motorcycle Crash</b> | -                    | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                                       | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                    | <b>Longitude</b>        | -122.86887           | <b>Latitude</b>          | -                      |

**Crash Records for Robinson Rancheria from Transportation Injury Mapping System and California Crash Records System**

|                             |                     |                                    |                          |                               |                       |                         |   |                          |                        |
|-----------------------------|---------------------|------------------------------------|--------------------------|-------------------------------|-----------------------|-------------------------|---|--------------------------|------------------------|
| <b>Crash ID</b>             | 1818411             | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 7/8/2022 1:30:00 PM   | <b>Time</b>             | 13:30                                     | <b>Day</b>               | Friday                 |
| <b>Type of Crash</b>        | Sideswipe           | <b>Primary Collision Factor</b>    | Other Than Driver        | <b>PCF Violation Category</b> | -                     | <b>Severity</b>         | Suspected minor injury or visible injury  | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Clear               | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Daylight                                  | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 1                   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                     | <b>Visible Injuries</b> | 0   | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20               | <b>Secondary Rd</b>                | NICE-LUCERNE CUTOFF      | <b>Intersection</b>           | -                     | <b>Location Type</b>    | -   | -                        | -                      |
| <b>Tow Away</b>             | Yes                 | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -                     | -                       | -   | -                        | -                      |
| <b>Control Device</b>       | None                | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                     | <b>Motorcycle Crash</b> | -   | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                     | <b>Longitude</b>        | -122.871439                               | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 1891883             | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 10/10/2022 7:03:00 PM | <b>Time</b>             | 19:03                                     | <b>Day</b>               | Monday                 |
| <b>Type of Crash</b>        | Other               | <b>Primary Collision Factor</b>    | Other Than Driver        | <b>PCF Violation Category</b> | -                     | <b>Severity</b>         | No injury / PDO                           | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Clear               | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Dark - No Street Lights                   | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                     | <b>Visible Injuries</b> | 0   | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | NICE LUCERNE CUTOFF | <b>Secondary Rd</b>                | STOKES AVENUE            | <b>Intersection</b>           | -                     | <b>Location Type</b>    | -   | -                        | -                      |
| <b>Tow Away</b>             | Yes                 | <b>Motor Vehicle Involved With</b> | Animal                   | <b>Alcohol Involved</b>       | -                     | -                       | -   | -                        | -                      |
| <b>Control Device</b>       | None                | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                     | <b>Motorcycle Crash</b> | -   | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                     | <b>Longitude</b>        | -122.87854                                | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 1934434             | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 11/24/2022 4:10:00 PM | <b>Time</b>             | 16:10                                     | <b>Day</b>               | Thursday               |
| <b>Type of Crash</b>        | Other               | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                     | <b>Severity</b>         | Suspected serious injury or severe injury | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Clear               | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Daylight                                  | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 1                   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                     | <b>Visible Injuries</b> | 0   | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | GARDEN DRIVE        | <b>Secondary Rd</b>                | POLK STREET              | <b>Intersection</b>           | -                     | <b>Location Type</b>    | -   | -                        | -                      |
| <b>Tow Away</b>             | No                  | <b>Motor Vehicle Involved With</b> | Non-Collision            | <b>Alcohol Involved</b>       | -                     | -                       | -   | -                        | -                      |
| <b>Control Device</b>       | None                | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                     | <b>Motorcycle Crash</b> | -   | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                     | <b>Longitude</b>        | -122.868219                               | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 1989719             | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 2/5/2023 12:30:00 PM  | <b>Time</b>             | 12:30                                     | <b>Day</b>               | Sunday                 |
| <b>Type of Crash</b>        | Hit Object          | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                     | <b>Severity</b>         | No injury / PDO                           | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Raining             | <b>Roadway Surface</b>             | Wet                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Daylight                                  | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                     | <b>Visible Injuries</b> | 0   | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | STOKES AVENUE       | <b>Secondary Rd</b>                | STOKES COURT             | <b>Intersection</b>           | -                     | <b>Location Type</b>    | -   | -                        | -                      |
| <b>Tow Away</b>             | No                  | <b>Motor Vehicle Involved With</b> | Fixed Object             | <b>Alcohol Involved</b>       | -                     | -                       | -   | -                        | -                      |
| <b>Control Device</b>       | None                | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                     | <b>Motorcycle Crash</b> | -   | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                     | <b>Longitude</b>        | -122.870085                               | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 2010717             | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 2/25/2023 5:35:00 PM  | <b>Time</b>             | 17:35                                     | <b>Day</b>               | Saturday               |
| <b>Type of Crash</b>        | Hit Object          | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                     | <b>Severity</b>         | No injury / PDO                           | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Cloudy              | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Dusk - Dawn                               | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                     | <b>Visible Injuries</b> | 0   | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | STOKES AVENUE       | <b>Secondary Rd</b>                | STOKES COURT             | <b>Intersection</b>           | -                     | <b>Location Type</b>    | -   | -                        | -                      |
| <b>Tow Away</b>             | No                  | <b>Motor Vehicle Involved With</b> | Fixed Object             | <b>Alcohol Involved</b>       | -                     | -                       | -   | -                        | -                      |
| <b>Control Device</b>       | None                | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                     | <b>Motorcycle Crash</b> | -   | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                     | <b>Longitude</b>        | -122.870115                               | <b>Latitude</b>          | -                      |

**Crash Records for Robinson Rancheria from Transportation Injury Mapping System and California Crash Records System**

|                             |                                   |                                    |                          |                               |                        |                         |  |                          |                        |
|-----------------------------|-----------------------------------|------------------------------------|--------------------------|-------------------------------|------------------------|-------------------------|--|--------------------------|------------------------|
| <b>Crash ID</b>             | 2029612                           | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 3/22/2023 5:00:00 PM   | <b>Time</b>             | 17:00                                    | <b>Day</b>               | Wednesday              |
| <b>Type of Crash</b>        | Hit Object                        | <b>Primary Collision Factor</b>    | Other Improper Driving   | <b>PCF Violation Category</b> | -                      | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Cloudy                            | <b>Roadway Surface</b>             | Wet                      | <b>Roadway Condition</b>      | No Unusual Condition   | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                                 | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                      | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | PRIVATE DRIVEWAY-6814 HAMMOND AVE | <b>Secondary Rd</b>                | HAMMOND AVE              | <b>Intersection</b>           | -                      | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | No                                | <b>Motor Vehicle Involved With</b> | Other Object             | <b>Alcohol Involved</b>       | -                      | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None                              | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                      | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                                 | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                      | <b>Longitude</b>        | -122.86459                               | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 2036878                           | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 3/26/2023 12:00:00 AM  | <b>Time</b>             | -  | <b>Day</b>               | Sunday                 |
| <b>Type of Crash</b>        | Overturned                        | <b>Primary Collision Factor</b>    | Other Improper Driving   | <b>PCF Violation Category</b> | -                      | <b>Severity</b>         | Suspected minor injury or visible injury | <b>Hit and Run</b>       | Felony                 |
| <b>Weather</b>              | Cloudy                            | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition   | <b>Lighting</b>         | Dark - No Street Lights                  | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 2                                 | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                      | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | PINE PEAK LANE (PRIVATE ROAD)     | <b>Secondary Rd</b>                | MOUNTAIN SIDE DRIVE      | <b>Intersection</b>           | -                      | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | No                                | <b>Motor Vehicle Involved With</b> | Non-Collision            | <b>Alcohol Involved</b>       | -                      | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None                              | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                      | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                                 | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                      | <b>Longitude</b>        | -122.873847                              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 2093538                           | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 6/10/2023 9:50:00 AM   | <b>Time</b>             | 09:50                                    | <b>Day</b>               | Saturday               |
| <b>Type of Crash</b>        | Hit Object                        | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                      | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | Misdemeanor            |
| <b>Weather</b>              | Clear                             | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition   | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                                 | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                      | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | STOKES AVENUE                     | <b>Secondary Rd</b>                | STOKES COURT             | <b>Intersection</b>           | -                      | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | Yes                               | <b>Motor Vehicle Involved With</b> | Fixed Object             | <b>Alcohol Involved</b>       | -                      | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None                              | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                      | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                                 | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                      | <b>Longitude</b>        | -122.870152                              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 2202799                           | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 9/30/2023 6:15:00 PM   | <b>Time</b>             | 18:15                                    | <b>Day</b>               | Saturday               |
| <b>Type of Crash</b>        | Hit Object                        | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                      | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Cloudy                            | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition   | <b>Lighting</b>         | Dusk - Dawn                              | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                                 | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                      | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20                             | <b>Secondary Rd</b>                | PYLE ROAD                | <b>Intersection</b>           | -                      | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | Yes                               | <b>Motor Vehicle Involved With</b> | Other Object             | <b>Alcohol Involved</b>       | -                      | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None                              | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                      | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                                 | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                      | <b>Longitude</b>        | -122.870917                              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 2225425                           | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 10/25/2023 12:50:00 AM | <b>Time</b>             | 00:50                                    | <b>Day</b>               | Wednesday              |
| <b>Type of Crash</b>        | Hit Object                        | <b>Primary Collision Factor</b>    | Other Than Driver        | <b>PCF Violation Category</b> | -                      | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Cloudy                            | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition   | <b>Lighting</b>         | Dark - No Street Lights                  | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                                 | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                      | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20                             | <b>Secondary Rd</b>                | RECLAMATION ROAD         | <b>Intersection</b>           | -                      | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | No                                | <b>Motor Vehicle Involved With</b> | Animal                   | <b>Alcohol Involved</b>       | -                      | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None                              | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                      | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                                 | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                      | <b>Longitude</b>        | -122.88612                               | <b>Latitude</b>          | -                      |

**Crash Records for Robinson Rancheria from Transportation Injury Mapping System and California Crash Records System**

|                             |                     |                                    |                          |                               |                       |                         |  |                          |                        |
|-----------------------------|---------------------|------------------------------------|--------------------------|-------------------------------|-----------------------|-------------------------|--|--------------------------|------------------------|
| <b>Crash ID</b>             | 2228825             | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 10/27/2023 8:23:00 PM | <b>Time</b>             | 20:23                                    | <b>Day</b>               | Friday                 |
| <b>Type of Crash</b>        | Hit Object          | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                     | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Clear               | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Dark - Street Lights                     | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                     | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20               | <b>Secondary Rd</b>                | NICE-LUCERNE CUTOFF      | <b>Intersection</b>           | -                     | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | No                  | <b>Motor Vehicle Involved With</b> | Fixed Object             | <b>Alcohol Involved</b>       | -                     | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None                | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                     | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                     | <b>Longitude</b>        | -122.87252                               | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 2242537             | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 11/8/2023 2:15:00 PM  | <b>Time</b>             | 14:15                                    | <b>Day</b>               | Wednesday              |
| <b>Type of Crash</b>        | Rear End            | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                     | <b>Severity</b>         | Suspected minor injury or visible injury | <b>Hit and Run</b>       | Felony                 |
| <b>Weather</b>              | Clear               | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 3                   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                     | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | NICE-LUCERNE CUTOFF | <b>Secondary Rd</b>                | LAKESHORE BLVD           | <b>Intersection</b>           | -                     | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | No                  | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -                     | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None                | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                     | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                     | <b>Longitude</b>        | -122.886583                              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 2293278             | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 1/16/2024 4:40:00 PM  | <b>Time</b>             | 16:40                                    | <b>Day</b>               | Tuesday                |
| <b>Type of Crash</b>        | Hit Object          | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                     | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Raining             | <b>Roadway Surface</b>             | Wet                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                     | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20               | <b>Secondary Rd</b>                | UPPER LAKE LUCERNE ROAD  | <b>Intersection</b>           | -                     | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | No                  | <b>Motor Vehicle Involved With</b> | Fixed Object             | <b>Alcohol Involved</b>       | -                     | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None                | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                     | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                     | <b>Longitude</b>        | -122.891651                              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 2290393             | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 1/15/2024 11:55:00 AM | <b>Time</b>             | 11:55                                    | <b>Day</b>               | Monday                 |
| <b>Type of Crash</b>        | Rear End            | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                     | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Clear               | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                     | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20               | <b>Secondary Rd</b>                | UPPER LAKE LUCERNE RD    | <b>Intersection</b>           | -                     | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | No                  | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -                     | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None                | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                     | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                     | <b>Longitude</b>        | -122.88857                               | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 2286024             | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 1/10/2024 11:00:00 AM | <b>Time</b>             | 11:00                                    | <b>Day</b>               | Wednesday              |
| <b>Type of Crash</b>        | Rear End            | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                     | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Cloudy              | <b>Roadway Surface</b>             | Wet                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                     | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20               | <b>Secondary Rd</b>                | PYLE ROAD                | <b>Intersection</b>           | -                     | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | No                  | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -                     | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None                | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                     | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                     | <b>Longitude</b>        | -122.871046                              | <b>Latitude</b>          | -                      |

**Crash Records for Robinson Rancheria from Transportation Injury Mapping System and California Crash Records System**

|                             |                     |                                    |                              |                               |                      |                         |  |                          |                        |
|-----------------------------|---------------------|------------------------------------|------------------------------|-------------------------------|----------------------|-------------------------|--|--------------------------|------------------------|
| <b>Crash ID</b>             | 2302201             | <b>Source</b>                      | CCRS                         | <b>Crash Date</b>             | 1/17/2024 8:35:00 PM | <b>Time</b>             | 20:35                                    | <b>Day</b>               | Wednesday              |
| <b>Type of Crash</b>        | Hit Object          | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation     | <b>PCF Violation Category</b> | -                    | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Cloudy              | <b>Roadway Surface</b>             | Dry                          | <b>Roadway Condition</b>      | No Unusual Condition | <b>Lighting</b>         | Dark - Street Lights                     | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                   | <b>Number Killed</b>               | 0                            | <b>Severe Injuries</b>        | 0                    | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20               | <b>Secondary Rd</b>                | NICE-LUCERNE CUTOFF          | <b>Intersection</b>           | -                    | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | No                  | <b>Motor Vehicle Involved With</b> | Fixed Object                 | <b>Alcohol Involved</b>       | -                    | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | Functioning         | <b>Pedestrian Crash</b>            | -                            | <b>Bicycle Crash</b>          | -                    | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                            | <b>Motorcycles Involved</b>   | 0                    | <b>Longitude</b>        | -122.870769                              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 2327895             | <b>Source</b>                      | CCRS                         | <b>Crash Date</b>             | 2/17/2024 4:45:00 PM | <b>Time</b>             | 16:45                                    | <b>Day</b>               | Saturday               |
| <b>Type of Crash</b>        | Sideswipe           | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation     | <b>PCF Violation Category</b> | -                    | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Raining             | <b>Roadway Surface</b>             | Wet                          | <b>Roadway Condition</b>      | No Unusual Condition | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                   | <b>Number Killed</b>               | 0                            | <b>Severe Injuries</b>        | 0                    | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20               | <b>Secondary Rd</b>                | POMO WAY                     | <b>Intersection</b>           | -                    | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | No                  | <b>Motor Vehicle Involved With</b> | Other Object                 | <b>Alcohol Involved</b>       | -                    | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None                | <b>Pedestrian Crash</b>            | -                            | <b>Bicycle Crash</b>          | -                    | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                            | <b>Motorcycles Involved</b>   | 0                    | <b>Longitude</b>        | -122.880029                              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 2381452             | <b>Source</b>                      | CCRS                         | <b>Crash Date</b>             | 4/26/2024 4:46:00 AM | <b>Time</b>             | 04:46                                    | <b>Day</b>               | Friday                 |
| <b>Type of Crash</b>        | Broadside           | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation     | <b>PCF Violation Category</b> | -                    | <b>Severity</b>         | Suspected minor injury or visible injury | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Wind                | <b>Roadway Surface</b>             | Wet                          | <b>Roadway Condition</b>      | No Unusual Condition | <b>Lighting</b>         | Dark - No Street Lights                  | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 1                   | <b>Number Killed</b>               | 0                            | <b>Severe Injuries</b>        | 0                    | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20               | <b>Secondary Rd</b>                | 1675 E HIGHWAY 20-UPPER LAKE | <b>Intersection</b>           | -                    | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | Yes                 | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle          | <b>Alcohol Involved</b>       | -                    | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None                | <b>Pedestrian Crash</b>            | -                            | <b>Bicycle Crash</b>          | -                    | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                            | <b>Motorcycles Involved</b>   | 0                    | <b>Longitude</b>        | -122.87917                               | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 2379839             | <b>Source</b>                      | CCRS                         | <b>Crash Date</b>             | 4/27/2024 3:20:00 PM | <b>Time</b>             | 15:20                                    | <b>Day</b>               | Saturday               |
| <b>Type of Crash</b>        | Other               | <b>Primary Collision Factor</b>    | Unknown                      | <b>PCF Violation Category</b> | -                    | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Clear               | <b>Roadway Surface</b>             | Dry                          | <b>Roadway Condition</b>      | No Unusual Condition | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                   | <b>Number Killed</b>               | 0                            | <b>Severe Injuries</b>        | 0                    | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | POMO PUMPS          | <b>Secondary Rd</b>                | SR-20                        | <b>Intersection</b>           | -                    | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | No                  | <b>Motor Vehicle Involved With</b> | Non-Collision                | <b>Alcohol Involved</b>       | -                    | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None                | <b>Pedestrian Crash</b>            | -                            | <b>Bicycle Crash</b>          | -                    | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                            | <b>Motorcycles Involved</b>   | 0                    | <b>Longitude</b>        | -122.882186                              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 2379835             | <b>Source</b>                      | CCRS                         | <b>Crash Date</b>             | 4/29/2024 5:20:00 PM | <b>Time</b>             | 17:20                                    | <b>Day</b>               | Monday                 |
| <b>Type of Crash</b>        | Hit Object          | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation     | <b>PCF Violation Category</b> | -                    | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Clear               | <b>Roadway Surface</b>             | Dry                          | <b>Roadway Condition</b>      | No Unusual Condition | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                   | <b>Number Killed</b>               | 0                            | <b>Severe Injuries</b>        | 0                    | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | NICE LUCERNE CUTOFF | <b>Secondary Rd</b>                | SR-20                        | <b>Intersection</b>           | -                    | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | No                  | <b>Motor Vehicle Involved With</b> | Other Object                 | <b>Alcohol Involved</b>       | -                    | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | Functioning         | <b>Pedestrian Crash</b>            | -                            | <b>Bicycle Crash</b>          | -                    | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                            | <b>Motorcycles Involved</b>   | 0                    | <b>Longitude</b>        | -122.871274                              | <b>Latitude</b>          | -                      |

**Crash Records for Robinson Rancheria from Transportation Injury Mapping System and California Crash Records System**

|                             |                     |                                    |                                |                               |                           |                         |  |                          |                        |
|-----------------------------|---------------------|------------------------------------|--------------------------------|-------------------------------|---------------------------|-------------------------|--|--------------------------|------------------------|
| <b>Crash ID</b>             | 2374425             | <b>Source</b>                      | CCRS                           | <b>Crash Date</b>             | 4/11/2024 4:05:00 PM      | <b>Time</b>             | 16:05                                    | <b>Day</b>               | Thursday               |
| <b>Type of Crash</b>        | Rear End            | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation       | <b>PCF Violation Category</b> | -                         | <b>Severity</b>         | Suspected minor injury or visible injury | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Clear               | <b>Roadway Surface</b>             | Dry                            | <b>Roadway Condition</b>      | No Unusual Condition      | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 1                   | <b>Number Killed</b>               | 0                              | <b>Severe Injuries</b>        | 0                         | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | NICE LUCERNE CUTOFF | <b>Secondary Rd</b>                | LAKESHORE BLVD                 | <b>Intersection</b>           | -                         | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | No                  | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle            | <b>Alcohol Involved</b>       | -                         | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None                | <b>Pedestrian Crash</b>            | -                              | <b>Bicycle Crash</b>          | -                         | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                              | <b>Motorcycles Involved</b>   | 0                         | <b>Longitude</b>        | -122.886264                              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 2726567             | <b>Source</b>                      | CCRS                           | <b>Crash Date</b>             | 7/19/2024 7:25:00 PM      | <b>Time</b>             | 19:25                                    | <b>Day</b>               | Friday                 |
| <b>Type of Crash</b>        | Hit Object          | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation       | <b>PCF Violation Category</b> | -                         | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Clear               | <b>Roadway Surface</b>             | Dry                            | <b>Roadway Condition</b>      | No Unusual Condition      | <b>Lighting</b>         | Dusk - Dawn                              | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                   | <b>Number Killed</b>               | 0                              | <b>Severe Injuries</b>        | 0                         | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20               | <b>Secondary Rd</b>                | NICE-LUCERNE CUTOFF            | <b>Intersection</b>           | -                         | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | No                  | <b>Motor Vehicle Involved With</b> | Fixed Object                   | <b>Alcohol Involved</b>       | -                         | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None                | <b>Pedestrian Crash</b>            | -                              | <b>Bicycle Crash</b>          | -                         | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                              | <b>Motorcycles Involved</b>   | 0                         | <b>Longitude</b>        | -122.870894                              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 4369099             | <b>Source</b>                      | CCRS                           | <b>Crash Date</b>             | 8/16/2024 7:30:00 PM      | <b>Time</b>             | 19:30                                    | <b>Day</b>               | Friday                 |
| <b>Type of Crash</b>        | Broadside           | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation       | <b>PCF Violation Category</b> | -                         | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | Misdemeanor            |
| <b>Weather</b>              | Clear               | <b>Roadway Surface</b>             | Dry                            | <b>Roadway Condition</b>      | No Unusual Condition      | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                   | <b>Number Killed</b>               | 0                              | <b>Severe Injuries</b>        | 0                         | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20               | <b>Secondary Rd</b>                | NICE LUCERNE CUTOFF            | <b>Intersection</b>           | -                         | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | Yes                 | <b>Motor Vehicle Involved With</b> | Motor Vehicle on Other Roadway | <b>Alcohol Involved</b>       | -                         | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None                | <b>Pedestrian Crash</b>            | -                              | <b>Bicycle Crash</b>          | -                         | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                              | <b>Motorcycles Involved</b>   | 0                         | <b>Longitude</b>        | -122.870879                              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 4365755             | <b>Source</b>                      | CCRS                           | <b>Crash Date</b>             | 8/14/2024 5:00:00 PM      | <b>Time</b>             | 17:00                                    | <b>Day</b>               | Wednesday              |
| <b>Type of Crash</b>        | Rear End            | <b>Primary Collision Factor</b>    | Other Improper Driving         | <b>PCF Violation Category</b> | -                         | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | Misdemeanor            |
| <b>Weather</b>              | Clear               | <b>Roadway Surface</b>             | Dry                            | <b>Roadway Condition</b>      | No Unusual Condition      | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                   | <b>Number Killed</b>               | 0                              | <b>Severe Injuries</b>        | 0                         | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | POMO PUMPS          | <b>Secondary Rd</b>                | SR-20                          | <b>Intersection</b>           | -                         | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | No                  | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle            | <b>Alcohol Involved</b>       | -                         | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None                | <b>Pedestrian Crash</b>            | -                              | <b>Bicycle Crash</b>          | -                         | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                              | <b>Motorcycles Involved</b>   | 0                         | <b>Longitude</b>        | -122.882443                              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 4440197             | <b>Source</b>                      | CCRS                           | <b>Crash Date</b>             | 10/16/2024 1:55:00 PM     | <b>Time</b>             | 13:55                                    | <b>Day</b>               | Wednesday              |
| <b>Type of Crash</b>        | Rear End            | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation       | <b>PCF Violation Category</b> | -                         | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Cloudy              | <b>Roadway Surface</b>             | Dry                            | <b>Roadway Condition</b>      | Loose Material On Roadway | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                   | <b>Number Killed</b>               | 0                              | <b>Severe Injuries</b>        | 0                         | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | NICE LUCERNE CUTOFF | <b>Secondary Rd</b>                | STOKES AVENUE                  | <b>Intersection</b>           | -                         | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | No                  | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle            | <b>Alcohol Involved</b>       | -                         | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | Functioning         | <b>Pedestrian Crash</b>            | -                              | <b>Bicycle Crash</b>          | -                         | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                              | <b>Motorcycles Involved</b>   | 0                         | <b>Longitude</b>        | -122.877915                              | <b>Latitude</b>          | -                      |

**Crash Records for Robinson Rancheria from Transportation Injury Mapping System and California Crash Records System**

|                             |                          |                                    |                          |                               |                       |                         |  |                          |                        |
|-----------------------------|--------------------------|------------------------------------|--------------------------|-------------------------------|-----------------------|-------------------------|--|--------------------------|------------------------|
| <b>Crash ID</b>             | 4438393                  | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 10/3/2024 9:45:00 PM  | <b>Time</b>             | 21:45                                    | <b>Day</b>               | Thursday               |
| <b>Type of Crash</b>        | Hit Object               | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                     | <b>Severity</b>         | Suspected minor injury or visible injury | <b>Hit and Run</b>       | Felony                 |
| <b>Weather</b>              | Clear                    | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Dark - No Street Lights                  | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 1                        | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                     | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | NICE LUCERNE CUTOFF ROAD | <b>Secondary Rd</b>                | STOKES AVE               | <b>Intersection</b>           | -                     | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | No                       | <b>Motor Vehicle Involved With</b> | Fixed Object             | <b>Alcohol Involved</b>       | -                     | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None                     | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                     | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                        | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                     | <b>Longitude</b>        | -122.878332                              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 4496518                  | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 11/22/2024 8:19:00 PM | <b>Time</b>             | 20:19                                    | <b>Day</b>               | Friday                 |
| <b>Type of Crash</b>        | Broadside                | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                     | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Raining                  | <b>Roadway Surface</b>             | Wet                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Dark - Street Lights                     | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                        | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                     | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20                    | <b>Secondary Rd</b>                | NICE LUCERNE CUTOFF      | <b>Intersection</b>           | -                     | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | Yes                      | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -                     | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None                     | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                     | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                        | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                     | <b>Longitude</b>        | -122.869715                              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 4523406                  | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 12/18/2024 2:10:00 PM | <b>Time</b>             | 14:10                                    | <b>Day</b>               | Wednesday              |
| <b>Type of Crash</b>        | Broadside                | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                     | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Clear                    | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                        | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                     | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20                    | <b>Secondary Rd</b>                | RED HILL LANE            | <b>Intersection</b>           | -                     | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | No                       | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -                     | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None                     | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                     | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                        | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                     | <b>Longitude</b>        | -122.878099                              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 4527404                  | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 12/31/2024 2:30:00 PM | <b>Time</b>             | 14:30                                    | <b>Day</b>               | Tuesday                |
| <b>Type of Crash</b>        | Hit Object               | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                     | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Clear                    | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                        | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                     | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | STOKES ROAD              | <b>Secondary Rd</b>                | LAKESHORE BLVD           | <b>Intersection</b>           | -                     | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | Yes                      | <b>Motor Vehicle Involved With</b> | Fixed Object             | <b>Alcohol Involved</b>       | -                     | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None                     | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                     | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                        | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                     | <b>Longitude</b>        | -122.871209                              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 4564601                  | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 1/28/2025 9:15:00 PM  | <b>Time</b>             | 21:15                                    | <b>Day</b>               | Tuesday                |
| <b>Type of Crash</b>        | Sideswipe                | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                     | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | Misdemeanor            |
| <b>Weather</b>              | Clear                    | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Dark - Street Lights                     | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                        | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                     | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20                    | <b>Secondary Rd</b>                | NICE LUCERNE CUTOFF      | <b>Intersection</b>           | -                     | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | No                       | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -                     | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None                     | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                     | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                        | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                     | <b>Longitude</b>        | -122.87092                               | <b>Latitude</b>          | -                      |

**Crash Records for Robinson Rancheria from Transportation Injury Mapping System and California Crash Records System**

|                             |                    |                                    |                          |                               |                      |                         |   |                          |                        |
|-----------------------------|--------------------|------------------------------------|--------------------------|-------------------------------|----------------------|-------------------------|---|--------------------------|------------------------|
| <b>Crash ID</b>             | 4571401            | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 1/25/2025 4:00:00 PM | <b>Time</b>             | 16:00                                     | <b>Day</b>               | Saturday               |
| <b>Type of Crash</b>        | Broadside          | <b>Primary Collision Factor</b>    | Other Improper Driving   | <b>PCF Violation Category</b> | -                    | <b>Severity</b>         | No injury / PDO                           | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Clear              | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition | <b>Lighting</b>         | Daylight                                  | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                  | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                    | <b>Visible Injuries</b> | 0   | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20              | <b>Secondary Rd</b>                | POMO WAY                 | <b>Intersection</b>           | -                    | <b>Location Type</b>    | -   | -                        | -                      |
| <b>Tow Away</b>             | No                 | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -                    | -                       | -   | -                        | -                      |
| <b>Control Device</b>       | None               | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                    | <b>Motorcycle Crash</b> | -   | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                  | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                    | <b>Longitude</b>        | -122.882228                               | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 4592840            | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 2/22/2025 3:45:00 AM | <b>Time</b>             | 03:45                                     | <b>Day</b>               | Saturday               |
| <b>Type of Crash</b>        | Head-On            | <b>Primary Collision Factor</b>    | Other Improper Driving   | <b>PCF Violation Category</b> | -                    | <b>Severity</b>         | Suspected serious injury or severe injury | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Clear              | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition | <b>Lighting</b>         | Daylight                                  | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 2                  | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                    | <b>Visible Injuries</b> | 0   | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | POST STREET        | <b>Secondary Rd</b>                | HYDE STREET              | <b>Intersection</b>           | -                    | <b>Location Type</b>    | -   | -                        | -                      |
| <b>Tow Away</b>             | No                 | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -                    | -                       | -   | -                        | -                      |
| <b>Control Device</b>       | None               | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                    | <b>Motorcycle Crash</b> | -   | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                  | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                    | <b>Longitude</b>        | -122.863378                               | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 4585444            | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 2/10/2025 5:34:00 PM | <b>Time</b>             | 17:34                                     | <b>Day</b>               | Monday                 |
| <b>Type of Crash</b>        | Sideswipe          | <b>Primary Collision Factor</b>    | Other Improper Driving   | <b>PCF Violation Category</b> | -                    | <b>Severity</b>         | No injury / PDO                           | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Clear              | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition | <b>Lighting</b>         | Dark - Street Lights                      | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                  | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                    | <b>Visible Injuries</b> | 0   | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | 1585 SR 20         | <b>Secondary Rd</b>                | POMO WAY                 | <b>Intersection</b>           | -                    | <b>Location Type</b>    | -   | -                        | -                      |
| <b>Tow Away</b>             | No                 | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -                    | -                       | -   | -                        | -                      |
| <b>Control Device</b>       | Functioning        | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                    | <b>Motorcycle Crash</b> | -   | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                  | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                    | <b>Longitude</b>        | -122.882092                               | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 4612804            | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 3/7/2025 12:15:00 PM | <b>Time</b>             | 12:15                                     | <b>Day</b>               | Friday                 |
| <b>Type of Crash</b>        | Vehicle/Pedestrian | <b>Primary Collision Factor</b>    | Unknown                  | <b>PCF Violation Category</b> | -                    | <b>Severity</b>         | Suspected minor injury or visible injury  | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Clear              | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition | <b>Lighting</b>         | Daylight                                  | <b>Ped Action</b>        | Not in Road            |
| <b>Number Injured</b>       | 1                  | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                    | <b>Visible Injuries</b> | 0   | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | 2265 E HWY 20      | <b>Secondary Rd</b>                | NICE-LUCERNE CUTOFF RD   | <b>Intersection</b>           | -                    | <b>Location Type</b>    | -   | -                        | -                      |
| <b>Tow Away</b>             | No                 | <b>Motor Vehicle Involved With</b> | Pedestrian               | <b>Alcohol Involved</b>       | -                    | -                       | -   | -                        | -                      |
| <b>Control Device</b>       | None               | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                    | <b>Motorcycle Crash</b> | -   | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                  | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                    | <b>Longitude</b>        | -122.870693                               | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 4612222            | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 3/14/2025 7:50:00 PM | <b>Time</b>             | 19:50                                     | <b>Day</b>               | Friday                 |
| <b>Type of Crash</b>        | Hit Object         | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                    | <b>Severity</b>         | No injury / PDO                           | <b>Hit and Run</b>       | Misdemeanor            |
| <b>Weather</b>              | Clear              | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition | <b>Lighting</b>         | Daylight                                  | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                  | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                    | <b>Visible Injuries</b> | 0   | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20              | <b>Secondary Rd</b>                | NICE-LUCERNE CUTOFF      | <b>Intersection</b>           | -                    | <b>Location Type</b>    | -   | -                        | -                      |
| <b>Tow Away</b>             | No                 | <b>Motor Vehicle Involved With</b> | Fixed Object             | <b>Alcohol Involved</b>       | -                    | -                       | -   | -                        | -                      |
| <b>Control Device</b>       | None               | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                    | <b>Motorcycle Crash</b> | -   | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                  | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                    | <b>Longitude</b>        | -122.870864                               | <b>Latitude</b>          | -                      |

**Crash Records for Robinson Rancheria from Transportation Injury Mapping System and California Crash Records System**

|                             |                     |                                    |                          |                               |                      |                         |  |                          |                        |
|-----------------------------|---------------------|------------------------------------|--------------------------|-------------------------------|----------------------|-------------------------|--|--------------------------|------------------------|
| <b>Crash ID</b>             | 4656428             | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 4/4/2025 12:00:00 AM | <b>Time</b>             | -  | <b>Day</b>               | Friday                 |
| <b>Type of Crash</b>        | Sideswipe           | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                    | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | Misdemeanor            |
| <b>Weather</b>              | Clear               | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                    | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20               | <b>Secondary Rd</b>                | POMO WAY                 | <b>Intersection</b>           | -                    | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | No                  | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -                    | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None                | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                    | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                    | <b>Longitude</b>        | -122.884833                              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 4653233             | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 3/18/2025 5:10:00 PM | <b>Time</b>             | 17:10                                    | <b>Day</b>               | Tuesday                |
| <b>Type of Crash</b>        | Other               | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                    | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | Misdemeanor            |
| <b>Weather</b>              | Raining             | <b>Roadway Surface</b>             | Wet                      | <b>Roadway Condition</b>      | No Unusual Condition | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                    | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | NICE-LUCERNE CUTOFF | <b>Secondary Rd</b>                | STOKES AVENUE            | <b>Intersection</b>           | -                    | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | Yes                 | <b>Motor Vehicle Involved With</b> | Other Object             | <b>Alcohol Involved</b>       | -                    | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None                | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                    | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                    | <b>Longitude</b>        | -122.876786                              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 4666534             | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 4/14/2025 8:45:00 AM | <b>Time</b>             | 08:45                                    | <b>Day</b>               | Monday                 |
| <b>Type of Crash</b>        | Overtaken           | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                    | <b>Severity</b>         | Suspected minor injury or visible injury | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Clear               | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 1                   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                    | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | NICE-LUCERNE CUTOFF | <b>Secondary Rd</b>                | SR-20                    | <b>Intersection</b>           | -                    | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | No                  | <b>Motor Vehicle Involved With</b> | Non-Collision            | <b>Alcohol Involved</b>       | -                    | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None                | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                    | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                    | <b>Longitude</b>        | -122.871802                              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 4670427             | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 4/21/2025 2:30:00 PM | <b>Time</b>             | 14:30                                    | <b>Day</b>               | Monday                 |
| <b>Type of Crash</b>        | Hit Object          | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                    | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Clear               | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                    | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20               | <b>Secondary Rd</b>                | PYLE RD                  | <b>Intersection</b>           | -                    | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | No                  | <b>Motor Vehicle Involved With</b> | Fixed Object             | <b>Alcohol Involved</b>       | -                    | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | Functioning         | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                    | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                    | <b>Longitude</b>        | -122.869762                              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 4694021             | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 5/12/2025 7:20:00 PM | <b>Time</b>             | 19:20                                    | <b>Day</b>               | Monday                 |
| <b>Type of Crash</b>        | Hit Object          | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                    | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Clear               | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition | <b>Lighting</b>         | Dusk - Dawn                              | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                    | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20               | <b>Secondary Rd</b>                | NICE LUCERNE CUTOFF RD   | <b>Intersection</b>           | -                    | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | No                  | <b>Motor Vehicle Involved With</b> | Fixed Object             | <b>Alcohol Involved</b>       | -                    | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None                | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                    | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                    | <b>Longitude</b>        | -122.872403                              | <b>Latitude</b>          | -                      |

**Crash Records for Robinson Rancheria from Transportation Injury Mapping System and California Crash Records System**

|                             |                     |                                    |                          |                               |                       |                         |  |                          |                        |
|-----------------------------|---------------------|------------------------------------|--------------------------|-------------------------------|-----------------------|-------------------------|--|--------------------------|------------------------|
| <b>Crash ID</b>             | 4721526             | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 5/30/2025 8:55:00 AM  | <b>Time</b>             | 08:55                                    | <b>Day</b>               | Friday                 |
| <b>Type of Crash</b>        | Broadside           | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                     | <b>Severity</b>         | Suspected minor injury or visible injury | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Clear               | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 2                   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                     | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | NICE-LUCERNE CUTOFF | <b>Secondary Rd</b>                | LAKESHORE BLVD           | <b>Intersection</b>           | -                     | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | Yes                 | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -                     | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | Functioning         | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                     | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                     | <b>Longitude</b>        | -122.873129                              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 4720462             | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 5/20/2025 6:10:00 PM  | <b>Time</b>             | 18:10                                    | <b>Day</b>               | Tuesday                |
| <b>Type of Crash</b>        | Sideswipe           | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                     | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | Misdemeanor            |
| <b>Weather</b>              | Clear               | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                     | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | LAKESHORE BLVD      | <b>Secondary Rd</b>                | STOKES AVE               | <b>Intersection</b>           | -                     | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | No                  | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -                     | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None                | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                     | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                     | <b>Longitude</b>        | -122.871289                              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 4758737             | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 6/21/2025 4:30:00 AM  | <b>Time</b>             | 04:30                                    | <b>Day</b>               | Saturday               |
| <b>Type of Crash</b>        | Rear End            | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                     | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | Misdemeanor            |
| <b>Weather</b>              | Clear               | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Dark - No Street Lights                  | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                     | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | FLICKERS CIR        | <b>Secondary Rd</b>                | ACCORN DR                | <b>Intersection</b>           | -                     | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | No                  | <b>Motor Vehicle Involved With</b> | Parked Motor Vehicle     | <b>Alcohol Involved</b>       | -                     | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None                | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                     | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                     | <b>Longitude</b>        | -122.879362                              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 4757291             | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 7/4/2025 12:00:00 PM  | <b>Time</b>             | 12:00                                    | <b>Day</b>               | Friday                 |
| <b>Type of Crash</b>        | Rear End            | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                     | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Clear               | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                     | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR20                | <b>Secondary Rd</b>                | NICE LUCERNE CUTT OFF    | <b>Intersection</b>           | -                     | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | Yes                 | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -                     | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None                | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                     | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                     | <b>Longitude</b>        | -122.869683                              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 4829991             | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 8/21/2025 12:00:00 PM | <b>Time</b>             | 12:00                                    | <b>Day</b>               | Thursday               |
| <b>Type of Crash</b>        | Sideswipe           | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                     | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Clear               | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                     | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | NICE LUCERNE CUTOFF | <b>Secondary Rd</b>                | STOKES AVENUE            | <b>Intersection</b>           | -                     | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | No                  | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -                     | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None                | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                     | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                     | <b>Longitude</b>        | -122.871686                              | <b>Latitude</b>          | -                      |

**Crash Records for Robinson Rancheria from Transportation Injury Mapping System and California Crash Records System**

|                             |                  |                                    |                          |                               |                       |                         |  |                          |                        |
|-----------------------------|------------------|------------------------------------|--------------------------|-------------------------------|-----------------------|-------------------------|--|--------------------------|------------------------|
| <b>Crash ID</b>             | 4864511          | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 9/22/2025 4:00:00 PM  | <b>Time</b>             | 16:00                                    | <b>Day</b>               | Monday                 |
| <b>Type of Crash</b>        | Broadside        | <b>Primary Collision Factor</b>    | Other Improper Driving   | <b>PCF Violation Category</b> | -                     | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | Misdemeanor            |
| <b>Weather</b>              | Clear            | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                     | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | 1545 SR-20       | <b>Secondary Rd</b>                | SR-20                    | <b>Intersection</b>           | -                     | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | No               | <b>Motor Vehicle Involved With</b> | Parked Motor Vehicle     | <b>Alcohol Involved</b>       | -                     | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None             | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                     | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                     | <b>Longitude</b>        | -122.882782                              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 4856978          | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 9/21/2025 11:50:00 AM | <b>Time</b>             | 11:50                                    | <b>Day</b>               | Sunday                 |
| <b>Type of Crash</b>        | Head-On          | <b>Primary Collision Factor</b>    | Other Improper Driving   | <b>PCF Violation Category</b> | -                     | <b>Severity</b>         | Suspected minor injury or visible injury | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Clear            | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 1                | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                     | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | PRIVATE PROPERTY | <b>Secondary Rd</b>                | CLYDE STREET             | <b>Intersection</b>           | -                     | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | No               | <b>Motor Vehicle Involved With</b> | Other Object             | <b>Alcohol Involved</b>       | -                     | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None             | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                     | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                     | <b>Longitude</b>        | -122.85827                               | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 4878227          | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 10/1/2025 4:28:00 PM  | <b>Time</b>             | 16:28                                    | <b>Day</b>               | Wednesday              |
| <b>Type of Crash</b>        | Hit Object       | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                     | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Cloudy           | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                     | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | STOKES AVE.      | <b>Secondary Rd</b>                | STOKES CT.               | <b>Intersection</b>           | -                     | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | Yes              | <b>Motor Vehicle Involved With</b> | Fixed Object             | <b>Alcohol Involved</b>       | -                     | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None             | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                     | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                     | <b>Longitude</b>        | -122.870132                              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 4872857          | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 9/26/2025 11:10:00 AM | <b>Time</b>             | 11:10                                    | <b>Day</b>               | Friday                 |
| <b>Type of Crash</b>        | Sideswipe        | <b>Primary Collision Factor</b>    | Other Improper Driving   | <b>PCF Violation Category</b> | -                     | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Clear            | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                     | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20            | <b>Secondary Rd</b>                | POMO WAY                 | <b>Intersection</b>           | -                     | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | No               | <b>Motor Vehicle Involved With</b> | Other Motor Vehicle      | <b>Alcohol Involved</b>       | -                     | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None             | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                     | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                     | <b>Longitude</b>        | -122.882146                              | <b>Latitude</b>          | -                      |
| <b>Crash ID</b>             | 4890047          | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 10/12/2025 9:10:00 PM | <b>Time</b>             | 21:10                                    | <b>Day</b>               | Sunday                 |
| <b>Type of Crash</b>        | Head-On          | <b>Primary Collision Factor</b>    | Other Than Driver        | <b>PCF Violation Category</b> | -                     | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | -                      |
| <b>Weather</b>              | Cloudy           | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Dark - No Street Lights                  | <b>Ped Action</b>        | No Pedestrian Involved |
| <b>Number Injured</b>       | 0                | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                     | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                      |
| <b>Primary Rd</b>           | SR-20            | <b>Secondary Rd</b>                | SR-20 MPMLAK10.82        | <b>Intersection</b>           | -                     | <b>Location Type</b>    | -  | -                        | -                      |
| <b>Tow Away</b>             | No               | <b>Motor Vehicle Involved With</b> | Animal                   | <b>Alcohol Involved</b>       | -                     | -                       | -  | -                        | -                      |
| <b>Control Device</b>       | None             | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                     | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                      |
| <b>Pedestrians Involved</b> | 0                | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                     | <b>Longitude</b>        | -122.885682                              | <b>Latitude</b>          | -                      |

**Crash Records for Robinson Rancheria from Transportation Injury Mapping System and California Crash Records System**

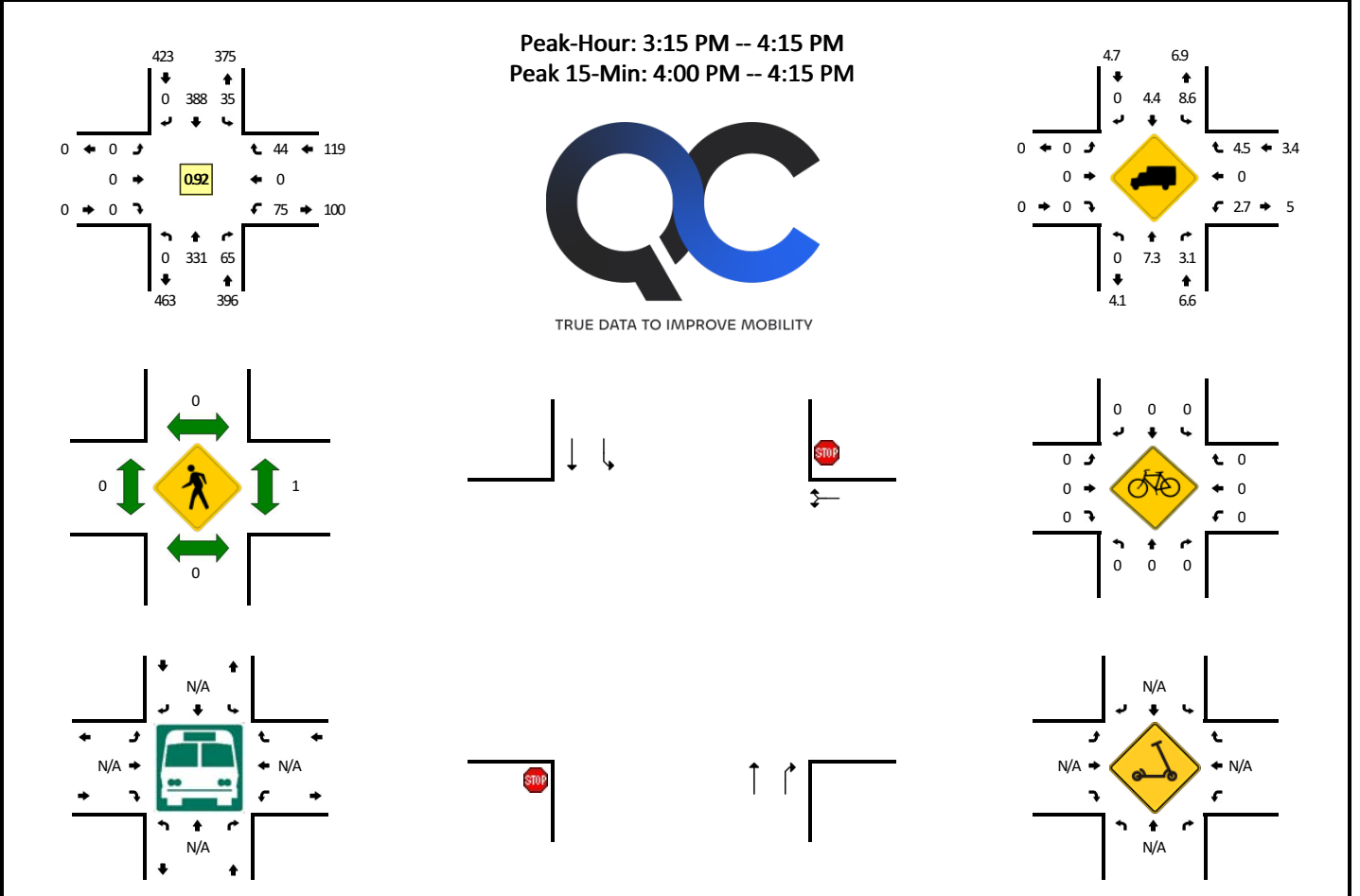
|                             |                     |                                    |                          |                               |                       |                         |  |                          |                             |
|-----------------------------|---------------------|------------------------------------|--------------------------|-------------------------------|-----------------------|-------------------------|--|--------------------------|-----------------------------|
| <b>Crash ID</b>             | 4887864             | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 10/3/2025 6:04:00 PM  | <b>Time</b>             | 18:04                                    | <b>Day</b>               | Friday                      |
| <b>Type of Crash</b>        | Vehicle/Pedestrian  | <b>Primary Collision Factor</b>    | Other Improper Driving   | <b>PCF Violation Category</b> | -                     | <b>Severity</b>         | Suspected minor injury or visible injury | <b>Hit and Run</b>       | -                           |
| <b>Weather</b>              | Clear               | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | In Road, Including Shoulder |
| <b>Number Injured</b>       | 1                   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                     | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                           |
| <b>Primary Rd</b>           | 1585 SR 20          | <b>Secondary Rd</b>                | RECLAMATION CUTOFF       | <b>Intersection</b>           | -                     | <b>Location Type</b>    | -  | -                        | -                           |
| <b>Tow Away</b>             | No                  | <b>Motor Vehicle Involved With</b> | Pedestrian               | <b>Alcohol Involved</b>       | -                     | -                       | -  | -                        | -                           |
| <b>Control Device</b>       | None                | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                     | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                           |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                     | <b>Longitude</b>        | -122.882135                              | <b>Latitude</b>          | -                           |
| <b>Crash ID</b>             | 4901156             | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 10/16/2025 9:47:00 PM | <b>Time</b>             | 21:47                                    | <b>Day</b>               | Thursday                    |
| <b>Type of Crash</b>        | Head-On             | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                     | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | -                           |
| <b>Weather</b>              | Clear               | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Dark - No Street Lights                  | <b>Ped Action</b>        | No Pedestrian Involved      |
| <b>Number Injured</b>       | 0                   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                     | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                           |
| <b>Primary Rd</b>           | STOKES AVE          | <b>Secondary Rd</b>                | STOKES COURT             | <b>Intersection</b>           | -                     | <b>Location Type</b>    | -  | -                        | -                           |
| <b>Tow Away</b>             | No                  | <b>Motor Vehicle Involved With</b> | Fixed Object             | <b>Alcohol Involved</b>       | -                     | -                       | -  | -                        | -                           |
| <b>Control Device</b>       | None                | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                     | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                           |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                     | <b>Longitude</b>        | -122.870121                              | <b>Latitude</b>          | -                           |
| <b>Crash ID</b>             | 4976129             | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 12/9/2025 7:25:00 PM  | <b>Time</b>             | 19:25                                    | <b>Day</b>               | Tuesday                     |
| <b>Type of Crash</b>        | Vehicle/Pedestrian  | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                     | <b>Severity</b>         | Suspected minor injury or visible injury | <b>Hit and Run</b>       | -                           |
| <b>Weather</b>              | Clear               | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Dark - No Street Lights                  | <b>Ped Action</b>        | In Road, Including Shoulder |
| <b>Number Injured</b>       | 1                   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                     | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                           |
| <b>Primary Rd</b>           | NICE-LUCERNE CUTOFF | <b>Secondary Rd</b>                | STOKES AVENUE            | <b>Intersection</b>           | -                     | <b>Location Type</b>    | -  | -                        | -                           |
| <b>Tow Away</b>             | No                  | <b>Motor Vehicle Involved With</b> | Pedestrian               | <b>Alcohol Involved</b>       | -                     | -                       | -  | -                        | -                           |
| <b>Control Device</b>       | None                | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                     | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                           |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                     | <b>Longitude</b>        | -122.880457                              | <b>Latitude</b>          | -                           |
| <b>Crash ID</b>             | 4996324             | <b>Source</b>                      | CCRS                     | <b>Crash Date</b>             | 12/6/2025 4:15:00 PM  | <b>Time</b>             | 16:15                                    | <b>Day</b>               | Saturday                    |
| <b>Type of Crash</b>        | Hit Object          | <b>Primary Collision Factor</b>    | (Vehicle) Code Violation | <b>PCF Violation Category</b> | -                     | <b>Severity</b>         | No injury / PDO                          | <b>Hit and Run</b>       | Misdemeanor                 |
| <b>Weather</b>              | Clear               | <b>Roadway Surface</b>             | Dry                      | <b>Roadway Condition</b>      | No Unusual Condition  | <b>Lighting</b>         | Daylight                                 | <b>Ped Action</b>        | No Pedestrian Involved      |
| <b>Number Injured</b>       | 0                   | <b>Number Killed</b>               | 0                        | <b>Severe Injuries</b>        | 0                     | <b>Visible Injuries</b> | 0  | <b>Complaint of Pain</b> | 0                           |
| <b>Primary Rd</b>           | STATE HIGHWAY 20    | <b>Secondary Rd</b>                | PYLE RD                  | <b>Intersection</b>           | -                     | <b>Location Type</b>    | -  | -                        | -                           |
| <b>Tow Away</b>             | No                  | <b>Motor Vehicle Involved With</b> | Fixed Object             | <b>Alcohol Involved</b>       | -                     | -                       | -  | -                        | -                           |
| <b>Control Device</b>       | None                | <b>Pedestrian Crash</b>            | -                        | <b>Bicycle Crash</b>          | -                     | <b>Motorcycle Crash</b> | -  | <b>Truck Crash</b>       | -                           |
| <b>Pedestrians Involved</b> | 0                   | <b>Bicycles Involved</b>           | 0                        | <b>Motorcycles Involved</b>   | 0                     | <b>Longitude</b>        | -122.870837                              | <b>Latitude</b>          | -                           |

***APPENDIX B***

**ROADWAY SEGMENT TRAFFIC VOLUME COUNTS**

**LOCATION:** 1 - SR-20 -- Pomo Way  
**CITY/STATE:** Lake, CA

**QC JOB #:** 17073001  
**DATE:** Fri, Aug 22 2025



| 5-Min Count Period Beginning At | 1 - SR-20 (Northbound) |      |       |   | 1 - SR-20 (Southbound) |      |       |   | Pomo Way (Eastbound) |      |       |   | Pomo Way (Westbound) |      |       |   | Total | Hourly Totals |
|---------------------------------|------------------------|------|-------|---|------------------------|------|-------|---|----------------------|------|-------|---|----------------------|------|-------|---|-------|---------------|
|                                 | Left                   | Thru | Right | U | Left                   | Thru | Right | U | Left                 | Thru | Right | U | Left                 | Thru | Right | U |       |               |
| 12:00 AM                        | 0                      | 1    | 1     | 0 | 0                      | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 1     | 0 | 5     |               |
| 12:05 AM                        | 0                      | 3    | 0     | 0 | 1                      | 2    | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 0     | 0 | 9     |               |
| 12:10 AM                        | 0                      | 2    | 0     | 0 | 0                      | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 4                    | 0    | 0     | 0 | 6     |               |
| 12:15 AM                        | 0                      | 0    | 2     | 0 | 1                      | 3    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 6     |               |
| 12:20 AM                        | 0                      | 2    | 0     | 0 | 0                      | 3    | 0     | 0 | 0                    | 0    | 0     | 0 | 2                    | 0    | 1     | 0 | 8     |               |
| 12:25 AM                        | 0                      | 1    | 0     | 0 | 0                      | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 1     | 0 | 4     |               |
| 12:30 AM                        | 0                      | 1    | 1     | 0 | 0                      | 6    | 0     | 0 | 0                    | 0    | 0     | 0 | 2                    | 0    | 0     | 0 | 10    |               |
| 12:35 AM                        | 0                      | 1    | 1     | 0 | 0                      | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 0     | 0 | 4     |               |
| 12:40 AM                        | 0                      | 2    | 0     | 0 | 0                      | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 1     | 0 | 5     |               |
| 12:45 AM                        | 0                      | 1    | 1     | 0 | 1                      | 2    | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 0     | 0 | 6     |               |
| 12:50 AM                        | 0                      | 5    | 2     | 0 | 0                      | 4    | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 0     | 0 | 12    |               |
| 12:55 AM                        | 0                      | 0    | 2     | 0 | 0                      | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 3     | 78            |
| 1:00 AM                         | 0                      | 1    | 2     | 0 | 1                      | 2    | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 0     | 0 | 7     | 80            |
| 1:05 AM                         | 0                      | 0    | 0     | 0 | 1                      | 2    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 3     | 74            |
| 1:10 AM                         | 0                      | 0    | 0     | 0 | 0                      | 2    | 0     | 0 | 0                    | 0    | 0     | 0 | 5                    | 0    | 1     | 0 | 8     | 76            |
| 1:15 AM                         | 0                      | 0    | 2     | 0 | 0                      | 3    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 5     | 75            |
| 1:20 AM                         | 0                      | 1    | 2     | 0 | 0                      | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 1     | 0 | 5     | 72            |
| 1:25 AM                         | 0                      | 2    | 0     | 0 | 0                      | 2    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 5     | 73            |
| 1:30 AM                         | 0                      | 2    | 0     | 0 | 1                      | 3    | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 2     | 0 | 9     | 72            |
| 1:35 AM                         | 0                      | 1    | 1     | 0 | 0                      | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 2                    | 0    | 3     | 0 | 7     | 75            |
| 1:40 AM                         | 0                      | 1    | 2     | 0 | 1                      | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 0     | 0 | 5     | 75            |
| 1:45 AM                         | 0                      | 3    | 0     | 0 | 0                      | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 0     | 0 | 5     | 74            |
| 1:50 AM                         | 0                      | 2    | 1     | 0 | 4                      | 2    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 9     | 71            |
| 1:55 AM                         | 0                      | 0    | 0     | 0 | 0                      | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 1     | 69            |
| 2:00 AM                         | 0                      | 0    | 2     | 0 | 0                      | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 0     | 0 | 4     | 66            |
| 2:05 AM                         | 0                      | 0    | 0     | 0 | 0                      | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 2     | 65            |
| 2:10 AM                         | 0                      | 1    | 1     | 0 | 0                      | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 2     | 59            |
| 2:15 AM                         | 0                      | 1    | 0     | 0 | 0                      | 2    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 3     | 57            |
| 2:20 AM                         | 0                      | 1    | 1     | 0 | 0                      | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 0     | 0 | 3     | 55            |
| 2:25 AM                         | 0                      | 1    | 1     | 0 | 0                      | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 2                    | 0    | 0     | 0 | 5     | 55            |
| 2:30 AM                         | 0                      | 4    | 0     | 0 | 0                      | 2    | 0     | 0 | 0                    | 0    | 0     | 0 | 2                    | 0    | 1     | 0 | 9     | 55            |
| 2:35 AM                         | 0                      | 3    | 0     | 0 | 0                      | 2    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 5     | 53            |
| 2:40 AM                         | 0                      | 1    | 1     | 0 | 0                      | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 1     | 0 | 5     | 53            |
| 2:45 AM                         | 0                      | 1    | 0     | 0 | 0                      | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 0     | 0 | 3     | 51            |
| 2:50 AM                         | 0                      | 2    | 0     | 0 | 0                      | 2    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 5     | 47            |
| 2:55 AM                         | 0                      | 1    | 1     | 0 | 1                      | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 4                    | 0    | 0     | 0 | 8     | 54            |
| 3:00 AM                         | 0                      | 1    | 1     | 0 | 0                      | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 2                    | 0    | 1     | 0 | 6     | 56            |
| 3:05 AM                         | 0                      | 0    | 0     | 0 | 1                      | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 1     | 0 | 3     | 57            |

| 5-Min Count Period Beginning At | 1 - SR-20 (Northbound) |      |       |   | 1 - SR-20 (Southbound) |      |       |   | Pomo Way (Eastbound) |      |       |   | Pomo Way (Westbound) |      |       |   | Total | Hourly Totals |
|---------------------------------|------------------------|------|-------|---|------------------------|------|-------|---|----------------------|------|-------|---|----------------------|------|-------|---|-------|---------------|
|                                 | Left                   | Thru | Right | U | Left                   | Thru | Right | U | Left                 | Thru | Right | U | Left                 | Thru | Right | U |       |               |
| 3:10 AM                         | 0                      | 2    | 1     | 0 | 0                      | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 2                    | 0    | 0     | 0 | 5     | 60            |
| 3:15 AM                         | 0                      | 3    | 0     | 0 | 1                      | 2    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 6     | 63            |
| 3:20 AM                         | 0                      | 3    | 0     | 0 | 0                      | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 0     | 0 | 5     | 65            |
| 3:25 AM                         | 0                      | 0    | 0     | 0 | 0                      | 2    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 2     | 62            |
| 3:30 AM                         | 0                      | 4    | 0     | 0 | 0                      | 3    | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 0     | 0 | 10    | 63            |
| 3:35 AM                         | 0                      | 3    | 2     | 0 | 1                      | 2    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 8     | 66            |
| 3:40 AM                         | 0                      | 3    | 0     | 0 | 0                      | 2    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 5     | 66            |
| 3:45 AM                         | 0                      | 3    | 0     | 0 | 0                      | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 3     | 66            |
| 3:50 AM                         | 0                      | 5    | 0     | 0 | 2                      | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 8     | 69            |
| 3:55 AM                         | 0                      | 1    | 0     | 0 | 0                      | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 1     | 0 | 3     | 64            |
| 4:00 AM                         | 0                      | 2    | 0     | 0 | 0                      | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 2     | 60            |
| 4:05 AM                         | 0                      | 1    | 0     | 0 | 0                      | 3    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 4     | 61            |
| 4:10 AM                         | 0                      | 2    | 0     | 0 | 0                      | 2    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 2     | 0 | 6     | 62            |
| 4:15 AM                         | 0                      | 3    | 0     | 0 | 1                      | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 0     | 0 | 6     | 62            |
| 4:20 AM                         | 0                      | 4    | 0     | 0 | 0                      | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 5     | 62            |
| 4:25 AM                         | 0                      | 7    | 0     | 0 | 1                      | 2    | 0     | 0 | 0                    | 0    | 0     | 0 | 4                    | 0    | 1     | 0 | 15    | 75            |
| 4:30 AM                         | 0                      | 2    | 0     | 0 | 0                      | 3    | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 0     | 0 | 8     | 73            |
| 4:35 AM                         | 0                      | 5    | 0     | 0 | 0                      | 3    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 8     | 73            |
| 4:40 AM                         | 0                      | 4    | 2     | 0 | 0                      | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 6     | 74            |
| 4:45 AM                         | 0                      | 5    | 2     | 0 | 1                      | 2    | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 1     | 0 | 12    | 83            |
| 4:50 AM                         | 0                      | 11   | 1     | 0 | 0                      | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 1     | 0 | 15    | 90            |
| 4:55 AM                         | 0                      | 3    | 3     | 0 | 0                      | 2    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 8     | 95            |
| 5:00 AM                         | 0                      | 5    | 0     | 0 | 0                      | 6    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 12    | 105           |
| 5:05 AM                         | 0                      | 7    | 0     | 0 | 0                      | 2    | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 1     | 0 | 11    | 112           |
| 5:10 AM                         | 0                      | 5    | 0     | 0 | 0                      | 5    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 10    | 116           |
| 5:15 AM                         | 0                      | 6    | 2     | 0 | 0                      | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 1     | 0 | 11    | 121           |
| 5:20 AM                         | 0                      | 11   | 0     | 0 | 1                      | 2    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 15    | 131           |
| 5:25 AM                         | 0                      | 11   | 0     | 0 | 0                      | 5    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 17    | 133           |
| 5:30 AM                         | 0                      | 3    | 1     | 0 | 1                      | 3    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 8     | 133           |
| 5:35 AM                         | 0                      | 15   | 0     | 0 | 0                      | 5    | 0     | 0 | 0                    | 0    | 0     | 0 | 2                    | 0    | 0     | 0 | 22    | 147           |
| 5:40 AM                         | 0                      | 5    | 2     | 0 | 0                      | 4    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 11    | 152           |
| 5:45 AM                         | 0                      | 11   | 3     | 0 | 0                      | 2    | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 0     | 0 | 17    | 157           |
| 5:50 AM                         | 0                      | 13   | 3     | 0 | 0                      | 5    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 22    | 164           |
| 5:55 AM                         | 0                      | 8    | 1     | 0 | 0                      | 9    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 18    | 174           |
| 6:00 AM                         | 0                      | 13   | 2     | 0 | 1                      | 9    | 0     | 0 | 0                    | 0    | 0     | 0 | 2                    | 0    | 0     | 0 | 27    | 189           |
| 6:05 AM                         | 0                      | 14   | 0     | 0 | 0                      | 7    | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 0     | 0 | 22    | 200           |
| 6:10 AM                         | 0                      | 16   | 2     | 0 | 0                      | 7    | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 0     | 0 | 26    | 216           |
| 6:15 AM                         | 0                      | 12   | 1     | 0 | 0                      | 3    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 16    | 221           |
| 6:20 AM                         | 0                      | 18   | 3     | 0 | 0                      | 5    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 26    | 232           |
| 6:25 AM                         | 0                      | 19   | 3     | 0 | 0                      | 11   | 0     | 0 | 0                    | 0    | 0     | 0 | 2                    | 0    | 0     | 0 | 35    | 250           |
| 6:30 AM                         | 0                      | 13   | 2     | 0 | 0                      | 7    | 0     | 0 | 0                    | 0    | 0     | 0 | 2                    | 0    | 0     | 0 | 24    | 266           |
| 6:35 AM                         | 0                      | 21   | 1     | 0 | 0                      | 5    | 0     | 0 | 0                    | 0    | 0     | 0 | 2                    | 0    | 0     | 0 | 29    | 273           |
| 6:40 AM                         | 0                      | 21   | 4     | 0 | 0                      | 7    | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 0     | 0 | 33    | 295           |
| 6:45 AM                         | 0                      | 20   | 2     | 0 | 0                      | 6    | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 0     | 0 | 31    | 309           |
| 6:50 AM                         | 0                      | 20   | 7     | 0 | 1                      | 6    | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 1     | 0 | 36    | 323           |
| 6:55 AM                         | 0                      | 18   | 3     | 0 | 1                      | 8    | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 2     | 0 | 33    | 338           |
| 7:00 AM                         | 0                      | 16   | 4     | 0 | 0                      | 8    | 0     | 0 | 0                    | 0    | 0     | 0 | 2                    | 0    | 3     | 0 | 33    | 344           |
| 7:05 AM                         | 0                      | 19   | 4     | 0 | 0                      | 7    | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 1     | 0 | 32    | 354           |
| 7:10 AM                         | 0                      | 30   | 5     | 0 | 0                      | 11   | 0     | 0 | 0                    | 0    | 0     | 0 | 2                    | 0    | 0     | 0 | 48    | 376           |
| 7:15 AM                         | 0                      | 25   | 5     | 0 | 0                      | 11   | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 1     | 0 | 45    | 405           |
| 7:20 AM                         | 0                      | 34   | 3     | 0 | 2                      | 12   | 0     | 0 | 0                    | 0    | 0     | 0 | 7                    | 0    | 0     | 0 | 58    | 437           |
| 7:25 AM                         | 0                      | 33   | 9     | 0 | 0                      | 10   | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 0     | 0 | 55    | 457           |
| 7:30 AM                         | 0                      | 31   | 6     | 0 | 4                      | 11   | 0     | 0 | 0                    | 0    | 0     | 0 | 2                    | 0    | 2     | 0 | 56    | 489           |
| 7:35 AM                         | 0                      | 31   | 7     | 0 | 5                      | 13   | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 1     | 0 | 58    | 518           |
| 7:40 AM                         | 0                      | 45   | 4     | 0 | 6                      | 11   | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 3     | 0 | 70    | 555           |
| 7:45 AM                         | 0                      | 45   | 6     | 0 | 4                      | 19   | 0     | 0 | 0                    | 0    | 0     | 0 | 2                    | 0    | 4     | 0 | 80    | 604           |
| 7:50 AM                         | 0                      | 43   | 8     | 0 | 2                      | 25   | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 0     | 0 | 81    | 649           |
| 7:55 AM                         | 0                      | 24   | 7     | 0 | 2                      | 32   | 0     | 0 | 0                    | 0    | 0     | 0 | 4                    | 0    | 4     | 0 | 73    | 689           |
| 8:00 AM                         | 0                      | 20   | 3     | 0 | 3                      | 35   | 0     | 0 | 0                    | 0    | 0     | 0 | 4                    | 0    | 3     | 0 | 68    | 724           |
| 8:05 AM                         | 0                      | 18   | 6     | 0 | 3                      | 21   | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 3     | 0 | 54    | 746           |
| 8:10 AM                         | 0                      | 19   | 1     | 0 | 2                      | 23   | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 1     | 0 | 47    | 745           |
| 8:15 AM                         | 0                      | 12   | 6     | 0 | 2                      | 18   | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 1     | 0 | 40    | 740           |
| 8:20 AM                         | 0                      | 27   | 6     | 0 | 2                      | 12   | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 4     | 0 | 54    | 736           |
| 8:25 AM                         | 0                      | 18   | 8     | 0 | 1                      | 15   | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 2     | 0 | 47    | 728           |
| 8:30 AM                         | 0                      | 24   | 3     | 0 | 1                      | 11   | 0     | 0 | 0                    | 0    | 0     | 0 | 2                    | 0    | 1     | 0 | 42    | 714           |
| 8:35 AM                         | 0                      | 11   | 3     | 0 | 0                      | 9    | 0     | 0 | 0                    | 0    | 0     | 0 | 4                    | 0    | 2     | 0 | 29    | 685           |
| 8:40 AM                         | 0                      | 18   | 3     | 0 | 3                      | 17   | 0     | 0 | 0                    | 0    | 0     | 0 | 4                    | 0    | 0     | 0 | 45    | 660           |
| 8:45 AM                         | 0                      | 15   | 3     | 0 | 0                      | 9    | 0     | 0 | 0                    | 0    | 0     | 0 | 6                    | 0    | 1     | 0 | 34    | 614           |
| 8:50 AM                         | 0                      | 17   | 4     | 0 | 1                      | 18   | 0     | 0 | 0                    | 0    | 0     | 0 | 2                    | 0    | 1     | 0 | 43    | 576           |
| 8:55 AM                         | 0                      | 13   | 2     | 0 | 1                      | 19   | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 2     | 0 | 40    | 543           |
| 9:00 AM                         | 0                      | 24   | 8     | 0 | 1                      | 12   | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 46    | 521           |
| 9:05 AM                         | 0                      | 19   | 4     | 0 | 0                      | 17   | 0     | 0 | 0                    | 0    | 0     | 0 | 7                    | 0    | 3     | 0 | 50    | 517           |
| 9:10 AM                         | 0                      | 13   | 4     | 0 | 1                      | 19   | 0     | 0 | 0                    | 0    | 0     | 0 | 4                    | 0    | 0     | 0 | 41    | 511           |
| 9:15 AM                         | 0                      | 22   | 4     | 0 | 0                      | 17   | 0     | 0 | 0                    | 0    | 0     | 0 | 2                    | 0    | 1     | 0 | 46    | 517           |
| 9:20 AM                         | 0                      | 30   | 4     | 0 | 1                      | 14   | 0     | 0 | 0                    | 0    | 0     | 0 | 2                    | 0    | 0     | 0 | 51    | 514           |
| 9:25 AM                         | 0                      | 16   | 2     | 0 | 1                      | 20   | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 1     | 0 | 43    | 510           |
| 9:30 AM                         | 0                      | 25   | 0     | 0 | 2                      | 17   | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 1     | 0 | 46    | 514           |
| 9:35 AM                         | 0                      | 24   | 3     | 0 | 0                      | 23   | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 1     | 0 | 54    | 539           |
| 9:40 AM                         | 0                      | 16   | 5     | 0 | 2                      | 14   | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 2     | 0 | 39    | 533           |
| 9:45 AM                         | 0                      | 18   | 3     | 0 | 2                      | 26   | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 3     | 0 | 55    | 554           |
| 9:50 AM                         | 0                      | 21   | 6     | 0 | 2                      | 13   | 0     | 0 | 0                    | 0    | 0     | 0 | 5                    | 0    | 2     | 0 | 49    | 560           |
| 9:55 AM                         | 0                      | 11   | 7     | 0 | 2                      | 24   | 0     | 0 | 0                    | 0    | 0     | 0 | 5                    | 0    | 3     | 0 | 52    | 572           |
| 10:00 AM                        | 0                      | 17   | 2     | 0 | 1                      | 24   | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 2     | 0 | 49    | 575           |
| 10:05 AM                        | 0                      | 22   | 6     | 0 | 1                      | 19   | 0     | 0 | 0                    | 0    | 0     | 0 | 6                    | 0    | 0     | 0 | 54    | 579           |
| 10:10 AM                        | 0                      | 21   | 2     | 0 | 0                      | 17   | 0     | 0 | 0                    | 0    | 0     | 0 | 5                    | 0    | 2     | 0 | 47    | 585           |
| 10:15 AM                        | 0                      | 11   | 2     | 0 | 2                      | 11   | 0     | 0 | 0                    | 0    | 0     | 0 | 2                    | 0    | 0     | 0 | 28    | 567           |
| 10:20 AM                        | 0                      | 14   | 2     | 0 | 4                      | 19   | 0     | 0 | 0                    | 0    | 0     | 0 | 6                    | 0    | 1     | 0 | 46    | 562           |
| 10:25 AM                        | 0                      | 17   | 4     | 0 | 0                      | 23   | 0     | 0 | 0                    | 0    | 0     | 0 | 4                    | 0    | 0     | 0 | 48    | 567           |
| 10:30 AM                        | 0                      | 10   | 3     | 0 | 3                      | 13   | 0     | 0 | 0                    | 0    | 0     | 0 | 4                    | 0    | 2     | 0 | 35    | 556           |

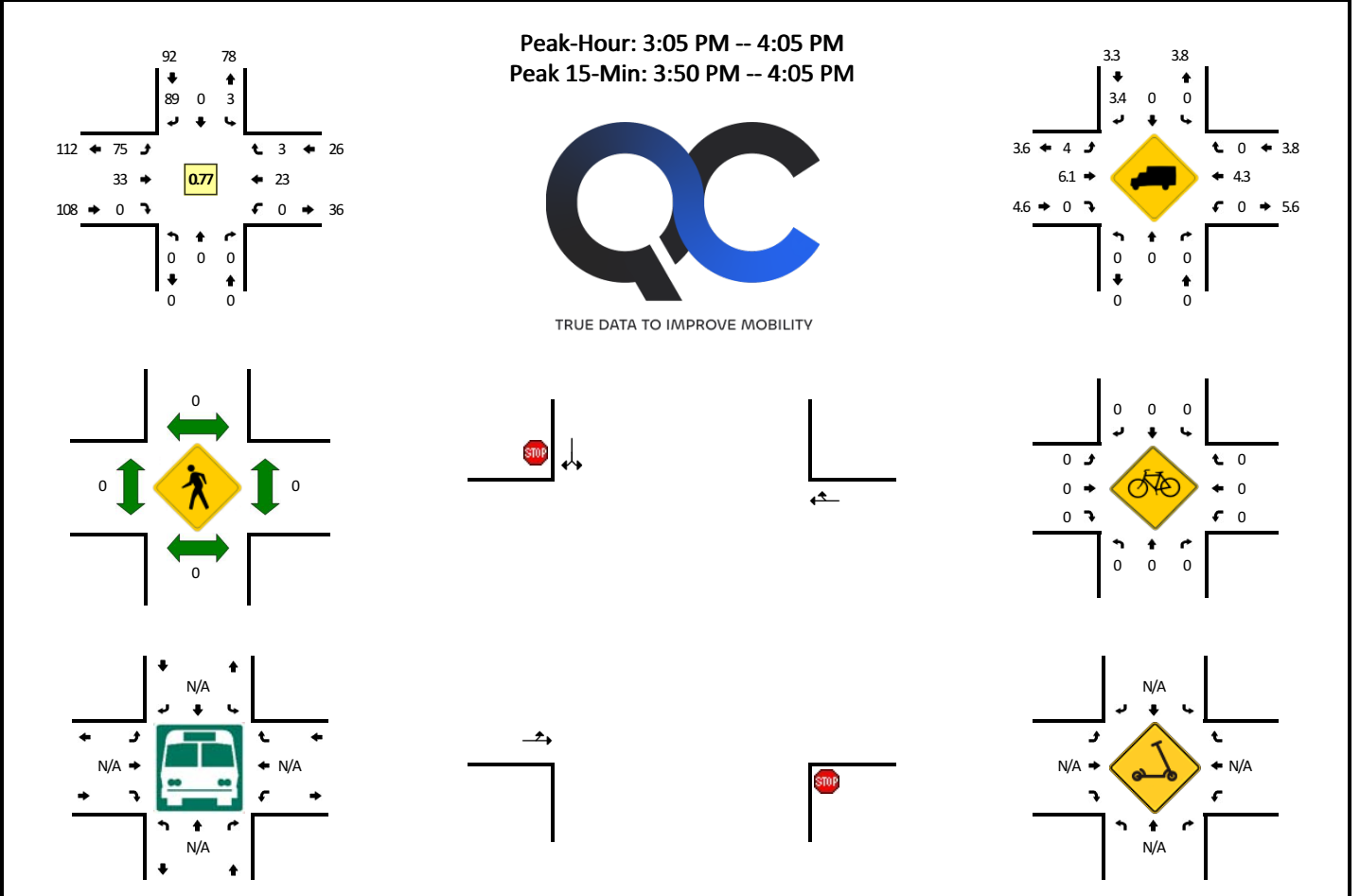
| 5-Min Count Period Beginning At | 1 - SR-20 (Northbound) |      |       |   | 1 - SR-20 (Southbound) |      |       |   | Pomo Way (Eastbound) |      |       |   | Pomo Way (Westbound) |      |       |   | Total | Hourly Totals |
|---------------------------------|------------------------|------|-------|---|------------------------|------|-------|---|----------------------|------|-------|---|----------------------|------|-------|---|-------|---------------|
|                                 | Left                   | Thru | Right | U | Left                   | Thru | Right | U | Left                 | Thru | Right | U | Left                 | Thru | Right | U |       |               |
| 10:35 AM                        | 0                      | 21   | 3     | 0 | 1                      | 17   | 0     | 0 | 0                    | 0    | 0     | 0 | 4                    | 0    | 3     | 0 | 49    | 551           |
| 10:40 AM                        | 0                      | 21   | 3     | 0 | 1                      | 28   | 0     | 0 | 0                    | 0    | 0     | 0 | 4                    | 0    | 2     | 0 | 59    | 571           |
| 10:45 AM                        | 0                      | 22   | 9     | 0 | 2                      | 23   | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 2     | 1 | 62    | 578           |
| 10:50 AM                        | 0                      | 20   | 4     | 0 | 5                      | 28   | 0     | 0 | 0                    | 0    | 0     | 0 | 5                    | 0    | 1     | 0 | 63    | 592           |
| 10:55 AM                        | 0                      | 30   | 6     | 0 | 2                      | 11   | 0     | 0 | 0                    | 0    | 0     | 0 | 4                    | 0    | 1     | 0 | 54    | 594           |
| 11:00 AM                        | 0                      | 23   | 2     | 0 | 1                      | 24   | 0     | 0 | 0                    | 0    | 0     | 0 | 7                    | 0    | 3     | 0 | 60    | 605           |
| 11:05 AM                        | 0                      | 35   | 9     | 0 | 6                      | 28   | 0     | 0 | 0                    | 0    | 0     | 0 | 6                    | 0    | 3     | 0 | 87    | 638           |
| 11:10 AM                        | 0                      | 22   | 4     | 0 | 1                      | 19   | 0     | 0 | 0                    | 0    | 0     | 0 | 8                    | 0    | 1     | 0 | 55    | 646           |
| 11:15 AM                        | 0                      | 16   | 2     | 0 | 1                      | 25   | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 1     | 0 | 48    | 666           |
| 11:20 AM                        | 0                      | 36   | 5     | 0 | 1                      | 30   | 0     | 0 | 0                    | 0    | 0     | 0 | 6                    | 0    | 1     | 0 | 79    | 699           |
| 11:25 AM                        | 0                      | 20   | 2     | 0 | 1                      | 18   | 0     | 0 | 0                    | 0    | 0     | 0 | 5                    | 0    | 2     | 0 | 48    | 699           |
| 11:30 AM                        | 0                      | 22   | 4     | 0 | 3                      | 31   | 0     | 0 | 0                    | 0    | 0     | 0 | 7                    | 0    | 4     | 0 | 71    | 735           |
| 11:35 AM                        | 0                      | 16   | 4     | 0 | 3                      | 25   | 0     | 0 | 0                    | 0    | 0     | 0 | 4                    | 0    | 0     | 0 | 52    | 738           |
| 11:40 AM                        | 0                      | 30   | 7     | 0 | 0                      | 25   | 0     | 0 | 0                    | 0    | 0     | 0 | 2                    | 0    | 6     | 0 | 70    | 749           |
| 11:45 AM                        | 0                      | 26   | 3     | 0 | 3                      | 32   | 0     | 0 | 0                    | 0    | 0     | 0 | 6                    | 0    | 1     | 0 | 71    | 758           |
| 11:50 AM                        | 0                      | 28   | 1     | 0 | 1                      | 29   | 0     | 0 | 0                    | 0    | 0     | 0 | 2                    | 0    | 1     | 0 | 62    | 757           |
| 11:55 AM                        | 0                      | 27   | 1     | 0 | 3                      | 27   | 0     | 0 | 0                    | 0    | 0     | 0 | 4                    | 0    | 4     | 0 | 66    | 769           |
| 12:00 PM                        | 0                      | 25   | 3     | 0 | 2                      | 36   | 0     | 0 | 0                    | 0    | 0     | 0 | 4                    | 0    | 2     | 0 | 72    | 781           |
| 12:05 PM                        | 0                      | 22   | 3     | 0 | 3                      | 44   | 0     | 0 | 0                    | 0    | 0     | 0 | 6                    | 0    | 1     | 0 | 79    | 773           |
| 12:10 PM                        | 0                      | 27   | 3     | 0 | 0                      | 19   | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 1     | 0 | 53    | 771           |
| 12:15 PM                        | 0                      | 23   | 4     | 0 | 1                      | 24   | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 2     | 1 | 58    | 781           |
| 12:20 PM                        | 0                      | 30   | 7     | 0 | 0                      | 30   | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 3     | 0 | 73    | 775           |
| 12:25 PM                        | 0                      | 23   | 3     | 0 | 7                      | 36   | 0     | 0 | 0                    | 0    | 0     | 0 | 5                    | 0    | 4     | 0 | 78    | 805           |
| 12:30 PM                        | 0                      | 28   | 7     | 0 | 0                      | 28   | 0     | 0 | 0                    | 0    | 0     | 0 | 6                    | 0    | 3     | 0 | 72    | 806           |
| 12:35 PM                        | 0                      | 23   | 7     | 0 | 1                      | 33   | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 65    | 819           |
| 12:40 PM                        | 0                      | 28   | 7     | 0 | 3                      | 34   | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 2     | 0 | 77    | 826           |
| 12:45 PM                        | 0                      | 26   | 2     | 0 | 2                      | 29   | 0     | 0 | 0                    | 0    | 0     | 0 | 6                    | 0    | 1     | 0 | 66    | 821           |
| 12:50 PM                        | 0                      | 26   | 3     | 0 | 0                      | 29   | 0     | 0 | 0                    | 0    | 0     | 0 | 7                    | 0    | 1     | 0 | 66    | 825           |
| 12:55 PM                        | 0                      | 29   | 11    | 0 | 2                      | 41   | 0     | 0 | 0                    | 0    | 0     | 0 | 7                    | 0    | 1     | 0 | 91    | 850           |
| 1:00 PM                         | 0                      | 19   | 4     | 0 | 1                      | 23   | 0     | 0 | 0                    | 0    | 0     | 0 | 8                    | 0    | 2     | 0 | 57    | 835           |
| 1:05 PM                         | 0                      | 24   | 4     | 0 | 0                      | 25   | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 0     | 0 | 56    | 812           |
| 1:10 PM                         | 0                      | 41   | 3     | 0 | 0                      | 31   | 0     | 0 | 0                    | 0    | 0     | 0 | 5                    | 0    | 1     | 0 | 81    | 840           |
| 1:15 PM                         | 0                      | 29   | 7     | 0 | 3                      | 23   | 0     | 0 | 0                    | 0    | 0     | 0 | 6                    | 0    | 3     | 0 | 71    | 853           |
| 1:20 PM                         | 0                      | 31   | 5     | 0 | 0                      | 32   | 0     | 0 | 0                    | 0    | 0     | 0 | 5                    | 0    | 1     | 0 | 74    | 854           |
| 1:25 PM                         | 0                      | 15   | 1     | 0 | 5                      | 26   | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 2     | 0 | 50    | 826           |
| 1:30 PM                         | 0                      | 23   | 6     | 0 | 4                      | 26   | 0     | 0 | 0                    | 0    | 0     | 0 | 2                    | 0    | 1     | 0 | 62    | 816           |
| 1:35 PM                         | 0                      | 21   | 8     | 0 | 3                      | 22   | 0     | 1 | 0                    | 0    | 0     | 0 | 1                    | 0    | 3     | 0 | 59    | 810           |
| 1:40 PM                         | 0                      | 43   | 0     | 0 | 2                      | 38   | 0     | 0 | 0                    | 0    | 0     | 0 | 2                    | 0    | 5     | 0 | 90    | 823           |
| 1:45 PM                         | 0                      | 26   | 4     | 0 | 1                      | 20   | 0     | 0 | 0                    | 0    | 0     | 0 | 4                    | 0    | 0     | 0 | 55    | 812           |
| 1:50 PM                         | 0                      | 21   | 1     | 0 | 1                      | 20   | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 5     | 0 | 51    | 797           |
| 1:55 PM                         | 0                      | 28   | 4     | 0 | 6                      | 27   | 0     | 0 | 0                    | 0    | 0     | 0 | 8                    | 0    | 1     | 0 | 74    | 780           |
| 2:00 PM                         | 0                      | 38   | 6     | 0 | 2                      | 33   | 0     | 0 | 0                    | 0    | 0     | 0 | 5                    | 0    | 1     | 0 | 85    | 808           |
| 2:05 PM                         | 0                      | 19   | 3     | 0 | 1                      | 35   | 0     | 0 | 0                    | 0    | 0     | 0 | 7                    | 0    | 2     | 0 | 67    | 819           |
| 2:10 PM                         | 0                      | 31   | 4     | 0 | 3                      | 36   | 0     | 0 | 0                    | 0    | 0     | 0 | 7                    | 0    | 1     | 0 | 82    | 820           |
| 2:15 PM                         | 0                      | 29   | 5     | 0 | 5                      | 33   | 0     | 0 | 0                    | 0    | 0     | 0 | 6                    | 0    | 1     | 0 | 79    | 828           |
| 2:20 PM                         | 0                      | 24   | 7     | 0 | 2                      | 25   | 0     | 0 | 0                    | 0    | 0     | 0 | 7                    | 0    | 4     | 0 | 69    | 823           |
| 2:25 PM                         | 0                      | 42   | 5     | 0 | 4                      | 27   | 0     | 0 | 0                    | 0    | 0     | 0 | 5                    | 0    | 4     | 0 | 87    | 860           |
| 2:30 PM                         | 0                      | 32   | 5     | 0 | 1                      | 32   | 0     | 0 | 0                    | 0    | 0     | 0 | 8                    | 0    | 0     | 0 | 78    | 876           |
| 2:35 PM                         | 0                      | 30   | 3     | 0 | 0                      | 25   | 0     | 0 | 0                    | 0    | 0     | 0 | 10                   | 0    | 1     | 0 | 69    | 886           |
| 2:40 PM                         | 0                      | 37   | 6     | 0 | 4                      | 23   | 0     | 0 | 0                    | 0    | 0     | 0 | 6                    | 0    | 1     | 0 | 77    | 873           |
| 2:45 PM                         | 0                      | 29   | 9     | 0 | 1                      | 20   | 0     | 0 | 0                    | 0    | 0     | 0 | 5                    | 0    | 1     | 0 | 65    | 883           |
| 2:50 PM                         | 0                      | 36   | 8     | 0 | 4                      | 20   | 0     | 0 | 0                    | 0    | 0     | 0 | 2                    | 0    | 0     | 0 | 70    | 902           |
| 2:55 PM                         | 0                      | 29   | 11    | 0 | 4                      | 22   | 0     | 0 | 0                    | 0    | 0     | 0 | 10                   | 0    | 0     | 0 | 76    | 904           |
| 3:00 PM                         | 0                      | 23   | 4     | 0 | 5                      | 24   | 0     | 0 | 0                    | 0    | 0     | 0 | 5                    | 0    | 2     | 0 | 63    | 882           |
| 3:05 PM                         | 0                      | 30   | 6     | 0 | 3                      | 27   | 0     | 0 | 0                    | 0    | 0     | 0 | 6                    | 0    | 4     | 0 | 76    | 891           |
| 3:10 PM                         | 0                      | 25   | 7     | 0 | 3                      | 36   | 0     | 0 | 0                    | 0    | 0     | 0 | 2                    | 0    | 3     | 0 | 76    | 885           |
| 3:15 PM                         | 0                      | 26   | 6     | 0 | 4                      | 50   | 0     | 0 | 0                    | 0    | 0     | 0 | 11                   | 0    | 2     | 0 | 99    | 905           |
| 3:20 PM                         | 0                      | 31   | 6     | 0 | 1                      | 28   | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 3     | 0 | 72    | 908           |
| 3:25 PM                         | 0                      | 17   | 3     | 0 | 3                      | 27   | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 4     | 0 | 55    | 876           |
| 3:30 PM                         | 0                      | 24   | 9     | 0 | 3                      | 26   | 0     | 0 | 0                    | 0    | 0     | 0 | 4                    | 0    | 1     | 0 | 67    | 865           |
| 3:35 PM                         | 0                      | 26   | 3     | 0 | 6                      | 36   | 0     | 0 | 0                    | 0    | 0     | 0 | 5                    | 0    | 1     | 0 | 77    | 873           |
| 3:40 PM                         | 0                      | 38   | 6     | 0 | 3                      | 24   | 0     | 0 | 0                    | 0    | 0     | 0 | 8                    | 0    | 3     | 0 | 82    | 878           |
| 3:45 PM                         | 0                      | 37   | 6     | 0 | 4                      | 31   | 0     | 0 | 0                    | 0    | 0     | 0 | 7                    | 0    | 1     | 0 | 86    | 899           |
| 3:50 PM                         | 0                      | 30   | 3     | 0 | 1                      | 21   | 0     | 0 | 0                    | 0    | 0     | 0 | 9                    | 0    | 7     | 0 | 71    | 900           |
| 3:55 PM                         | 0                      | 19   | 7     | 0 | 5                      | 27   | 0     | 0 | 0                    | 0    | 0     | 0 | 7                    | 0    | 10    | 0 | 75    | 899           |
| 4:00 PM                         | 0                      | 23   | 10    | 0 | 2                      | 37   | 0     | 0 | 0                    | 0    | 0     | 0 | 6                    | 0    | 6     | 0 | 84    | 920           |
| 4:05 PM                         | 0                      | 26   | 3     | 0 | 2                      | 51   | 0     | 0 | 0                    | 0    | 0     | 0 | 7                    | 0    | 4     | 0 | 93    | 937           |
| 4:10 PM                         | 0                      | 34   | 3     | 0 | 1                      | 30   | 0     | 0 | 0                    | 0    | 0     | 0 | 7                    | 0    | 2     | 0 | 77    | 938           |
| 4:15 PM                         | 0                      | 20   | 5     | 0 | 0                      | 41   | 0     | 0 | 0                    | 0    | 0     | 0 | 5                    | 0    | 0     | 0 | 71    | 910           |
| 4:20 PM                         | 0                      | 26   | 3     | 0 | 2                      | 35   | 0     | 0 | 0                    | 0    | 0     | 0 | 9                    | 0    | 3     | 0 | 78    | 916           |
| 4:25 PM                         | 0                      | 26   | 5     | 0 | 0                      | 36   | 0     | 0 | 0                    | 0    | 0     | 0 | 5                    | 0    | 2     | 0 | 74    | 935           |
| 4:30 PM                         | 0                      | 25   | 4     | 0 | 2                      | 20   | 0     | 0 | 0                    | 0    | 0     | 0 | 8                    | 0    | 2     | 0 | 61    | 929           |
| 4:35 PM                         | 0                      | 26   | 1     | 0 | 1                      | 32   | 0     | 0 | 0                    | 0    | 0     | 0 | 4                    | 0    | 0     | 0 | 64    | 916           |
| 4:40 PM                         | 0                      | 33   | 7     | 0 | 2                      | 23   | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 0     | 0 | 68    | 902           |
| 4:45 PM                         | 0                      | 23   | 7     | 0 | 1                      | 19   | 0     | 0 | 0                    | 0    | 0     | 0 | 2                    | 0    | 4     | 0 | 56    | 872           |
| 4:50 PM                         | 0                      | 20   | 6     | 0 | 4                      | 17   | 0     | 0 | 0                    | 0    | 0     | 0 | 6                    | 0    | 1     | 0 | 54    | 855           |
| 4:55 PM                         | 0                      | 25   | 3     | 0 | 1                      | 42   | 0     | 0 | 0                    | 0    | 0     | 0 | 5                    | 0    | 3     | 0 | 79    | 859           |
| 5:00 PM                         | 0                      | 21   | 4     | 0 | 1                      | 33   | 0     | 0 | 0                    | 0    | 0     | 0 | 9                    | 0    | 6     | 0 | 74    | 849           |
| 5:05 PM                         | 0                      | 30   | 1     | 0 | 2                      | 27   | 0     | 0 | 0                    | 0    | 0     | 0 | 5                    | 0    | 1     | 0 | 66    | 822           |
| 5:10 PM                         | 0                      | 21   | 4     | 0 | 4                      | 27   | 0     | 0 | 0                    | 0    | 0     | 0 | 4                    | 0    | 2     | 0 | 62    | 807           |
| 5:15 PM                         | 0                      | 24   | 5     | 0 | 3                      | 36   | 0     | 0 | 0                    | 0    | 0     | 0 | 7                    | 0    | 0     | 0 | 75    | 811           |
| 5:20 PM                         | 0                      | 24   | 8     | 0 | 7                      | 27   | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 1     | 0 | 70    | 803           |
| 5:25 PM                         | 0                      | 18   | 5     | 0 | 2                      | 31   | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 4     | 0 | 63    | 792           |
| 5:30 PM                         | 0                      | 41   | 4     | 0 | 1                      | 31   | 0     | 0 | 0                    | 0    | 0     | 0 | 4                    | 0    | 2     | 0 | 83    | 814           |
| 5:35 PM                         | 0                      | 30   | 14    | 0 | 5                      | 32   | 0     | 0 | 0                    | 0    | 0     | 0 | 4                    | 0    | 1     | 0 | 86    | 836           |
| 5:40 PM                         | 0                      | 27   | 9     | 0 | 3                      | 21   | 0     | 0 | 0                    | 0    | 0     | 0 | 4                    | 0    | 2     | 0 | 66    | 834           |
| 5:45 PM                         | 0                      | 30   | 7     | 0 | 3                      | 16   | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 3     | 0 | 60    | 838           |

| 5-Min Count Period Beginning At | 1 - SR-20 (Northbound) |      |       |   | 1 - SR-20 (Southbound) |      |       |   | Pomo Way (Eastbound) |      |       |   | Pomo Way (Westbound) |      |       |   | Total | Hourly Totals |
|---------------------------------|------------------------|------|-------|---|------------------------|------|-------|---|----------------------|------|-------|---|----------------------|------|-------|---|-------|---------------|
|                                 | Left                   | Thru | Right | U | Left                   | Thru | Right | U | Left                 | Thru | Right | U | Left                 | Thru | Right | U |       |               |
| 5:50 PM                         | 0                      | 20   | 12    | 0 | 4                      | 28   | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 1     | 0 | 68    | 852           |
| 5:55 PM                         | 0                      | 24   | 5     | 0 | 6                      | 29   | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 2     | 0 | 69    | 842           |
| 6:00 PM                         | 0                      | 27   | 4     | 0 | 3                      | 29   | 0     | 0 | 0                    | 0    | 0     | 0 | 2                    | 0    | 0     | 0 | 65    | 833           |
| 6:05 PM                         | 0                      | 20   | 5     | 0 | 4                      | 19   | 0     | 0 | 0                    | 0    | 0     | 0 | 4                    | 0    | 1     | 0 | 53    | 820           |
| 6:10 PM                         | 0                      | 12   | 9     | 0 | 0                      | 25   | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 1     | 0 | 50    | 808           |
| 6:15 PM                         | 0                      | 27   | 5     | 0 | 3                      | 28   | 0     | 0 | 0                    | 0    | 0     | 0 | 2                    | 0    | 0     | 0 | 65    | 798           |
| 6:20 PM                         | 0                      | 19   | 4     | 0 | 2                      | 20   | 0     | 0 | 0                    | 0    | 0     | 0 | 6                    | 0    | 2     | 0 | 53    | 781           |
| 6:25 PM                         | 0                      | 18   | 8     | 0 | 4                      | 24   | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 1     | 0 | 56    | 774           |
| 6:30 PM                         | 0                      | 16   | 7     | 0 | 4                      | 28   | 0     | 0 | 0                    | 0    | 0     | 0 | 4                    | 0    | 1     | 0 | 60    | 751           |
| 6:35 PM                         | 0                      | 13   | 3     | 0 | 1                      | 19   | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 2     | 0 | 41    | 706           |
| 6:40 PM                         | 0                      | 21   | 6     | 0 | 2                      | 18   | 0     | 0 | 0                    | 0    | 0     | 0 | 8                    | 0    | 2     | 0 | 57    | 697           |
| 6:45 PM                         | 0                      | 12   | 2     | 0 | 6                      | 20   | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 3     | 0 | 43    | 680           |
| 6:50 PM                         | 0                      | 14   | 8     | 0 | 0                      | 20   | 0     | 0 | 0                    | 0    | 0     | 0 | 4                    | 0    | 3     | 0 | 49    | 661           |
| 6:55 PM                         | 0                      | 18   | 8     | 0 | 0                      | 13   | 0     | 0 | 0                    | 0    | 0     | 0 | 6                    | 0    | 3     | 0 | 48    | 640           |
| 7:00 PM                         | 0                      | 16   | 5     | 0 | 1                      | 17   | 0     | 0 | 0                    | 0    | 0     | 0 | 8                    | 0    | 2     | 0 | 49    | 624           |
| 7:05 PM                         | 0                      | 15   | 10    | 0 | 4                      | 21   | 0     | 0 | 0                    | 0    | 0     | 0 | 6                    | 0    | 3     | 0 | 59    | 630           |
| 7:10 PM                         | 0                      | 24   | 7     | 0 | 1                      | 33   | 0     | 0 | 0                    | 0    | 0     | 0 | 8                    | 0    | 3     | 0 | 76    | 656           |
| 7:15 PM                         | 0                      | 15   | 5     | 0 | 0                      | 18   | 0     | 0 | 0                    | 0    | 0     | 0 | 6                    | 0    | 2     | 0 | 46    | 637           |
| 7:20 PM                         | 0                      | 14   | 3     | 0 | 1                      | 16   | 0     | 0 | 0                    | 0    | 0     | 0 | 5                    | 0    | 4     | 0 | 43    | 627           |
| 7:25 PM                         | 0                      | 9    | 5     | 0 | 1                      | 20   | 0     | 0 | 0                    | 0    | 0     | 0 | 8                    | 0    | 2     | 0 | 45    | 616           |
| 7:30 PM                         | 0                      | 25   | 4     | 0 | 4                      | 16   | 0     | 0 | 0                    | 0    | 0     | 0 | 5                    | 0    | 5     | 0 | 59    | 615           |
| 7:35 PM                         | 0                      | 12   | 2     | 0 | 1                      | 15   | 0     | 0 | 0                    | 0    | 0     | 0 | 7                    | 0    | 1     | 0 | 38    | 612           |
| 7:40 PM                         | 0                      | 21   | 9     | 0 | 3                      | 11   | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 2     | 0 | 47    | 602           |
| 7:45 PM                         | 0                      | 13   | 5     | 0 | 5                      | 23   | 0     | 0 | 0                    | 0    | 0     | 0 | 8                    | 0    | 3     | 0 | 57    | 616           |
| 7:50 PM                         | 0                      | 13   | 3     | 0 | 2                      | 18   | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 2     | 0 | 41    | 608           |
| 7:55 PM                         | 0                      | 12   | 4     | 0 | 1                      | 20   | 0     | 0 | 0                    | 0    | 0     | 0 | 6                    | 0    | 2     | 0 | 45    | 605           |
| 8:00 PM                         | 0                      | 13   | 4     | 0 | 1                      | 19   | 0     | 0 | 0                    | 0    | 0     | 0 | 6                    | 0    | 2     | 0 | 45    | 601           |
| 8:05 PM                         | 0                      | 14   | 4     | 0 | 3                      | 17   | 0     | 0 | 0                    | 0    | 0     | 0 | 5                    | 0    | 0     | 0 | 43    | 585           |
| 8:10 PM                         | 0                      | 26   | 5     | 0 | 4                      | 23   | 0     | 0 | 0                    | 0    | 0     | 0 | 4                    | 0    | 0     | 0 | 62    | 571           |
| 8:15 PM                         | 0                      | 14   | 3     | 0 | 2                      | 12   | 0     | 0 | 0                    | 0    | 0     | 0 | 4                    | 0    | 0     | 0 | 35    | 560           |
| 8:20 PM                         | 0                      | 15   | 7     | 0 | 0                      | 15   | 0     | 0 | 0                    | 0    | 0     | 0 | 11                   | 0    | 2     | 0 | 50    | 567           |
| 8:25 PM                         | 0                      | 8    | 7     | 0 | 0                      | 16   | 0     | 0 | 0                    | 0    | 0     | 0 | 11                   | 0    | 2     | 0 | 44    | 566           |
| 8:30 PM                         | 0                      | 10   | 4     | 0 | 1                      | 18   | 0     | 0 | 0                    | 0    | 0     | 0 | 4                    | 0    | 3     | 0 | 40    | 547           |
| 8:35 PM                         | 0                      | 14   | 5     | 0 | 2                      | 12   | 0     | 0 | 0                    | 0    | 0     | 0 | 4                    | 0    | 4     | 0 | 41    | 550           |
| 8:40 PM                         | 0                      | 9    | 3     | 1 | 0                      | 21   | 0     | 0 | 0                    | 0    | 0     | 0 | 5                    | 0    | 3     | 0 | 42    | 545           |
| 8:45 PM                         | 0                      | 15   | 6     | 0 | 0                      | 16   | 0     | 0 | 0                    | 0    | 0     | 0 | 13                   | 0    | 1     | 0 | 51    | 539           |
| 8:50 PM                         | 0                      | 11   | 6     | 0 | 3                      | 15   | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 4     | 0 | 42    | 540           |
| 8:55 PM                         | 0                      | 12   | 3     | 0 | 1                      | 13   | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 4     | 0 | 36    | 531           |
| 9:00 PM                         | 0                      | 7    | 10    | 0 | 2                      | 10   | 0     | 0 | 0                    | 0    | 0     | 0 | 6                    | 0    | 1     | 0 | 36    | 522           |
| 9:05 PM                         | 0                      | 10   | 7     | 0 | 1                      | 12   | 0     | 0 | 0                    | 0    | 0     | 0 | 8                    | 0    | 5     | 0 | 43    | 522           |
| 9:10 PM                         | 0                      | 6    | 5     | 0 | 1                      | 10   | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 2     | 0 | 27    | 487           |
| 9:15 PM                         | 0                      | 6    | 4     | 0 | 3                      | 11   | 0     | 0 | 0                    | 0    | 0     | 0 | 5                    | 0    | 1     | 0 | 30    | 482           |
| 9:20 PM                         | 0                      | 9    | 5     | 0 | 2                      | 12   | 0     | 0 | 0                    | 0    | 0     | 0 | 4                    | 0    | 3     | 0 | 35    | 467           |
| 9:25 PM                         | 0                      | 11   | 6     | 0 | 3                      | 9    | 0     | 0 | 0                    | 0    | 0     | 0 | 9                    | 0    | 5     | 0 | 43    | 466           |
| 9:30 PM                         | 0                      | 18   | 1     | 0 | 4                      | 12   | 0     | 0 | 0                    | 0    | 0     | 0 | 7                    | 0    | 7     | 0 | 49    | 475           |
| 9:35 PM                         | 0                      | 9    | 3     | 0 | 5                      | 6    | 0     | 0 | 0                    | 0    | 0     | 0 | 5                    | 0    | 4     | 0 | 32    | 466           |
| 9:40 PM                         | 0                      | 5    | 10    | 0 | 2                      | 12   | 0     | 0 | 0                    | 0    | 0     | 0 | 9                    | 0    | 1     | 0 | 39    | 463           |
| 9:45 PM                         | 0                      | 8    | 4     | 0 | 2                      | 12   | 0     | 0 | 0                    | 0    | 0     | 0 | 5                    | 0    | 2     | 0 | 33    | 445           |
| 9:50 PM                         | 0                      | 7    | 8     | 0 | 1                      | 8    | 0     | 0 | 0                    | 0    | 0     | 0 | 4                    | 0    | 0     | 0 | 28    | 431           |
| 9:55 PM                         | 0                      | 8    | 3     | 0 | 1                      | 9    | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 0     | 0 | 24    | 419           |
| 10:00 PM                        | 0                      | 6    | 3     | 0 | 2                      | 5    | 0     | 0 | 0                    | 0    | 0     | 0 | 4                    | 0    | 0     | 0 | 20    | 403           |
| 10:05 PM                        | 0                      | 8    | 3     | 0 | 2                      | 14   | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 2     | 0 | 32    | 392           |
| 10:10 PM                        | 0                      | 5    | 7     | 0 | 0                      | 11   | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 0     | 0 | 26    | 391           |
| 10:15 PM                        | 0                      | 10   | 5     | 0 | 0                      | 7    | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 0     | 0 | 25    | 386           |
| 10:20 PM                        | 0                      | 5    | 6     | 0 | 1                      | 10   | 0     | 0 | 0                    | 0    | 0     | 0 | 2                    | 0    | 0     | 0 | 24    | 375           |
| 10:25 PM                        | 0                      | 6    | 5     | 0 | 1                      | 16   | 0     | 0 | 0                    | 0    | 0     | 0 | 6                    | 0    | 1     | 0 | 35    | 367           |
| 10:30 PM                        | 0                      | 2    | 1     | 0 | 1                      | 5    | 0     | 0 | 0                    | 0    | 0     | 0 | 8                    | 0    | 0     | 0 | 17    | 335           |
| 10:35 PM                        | 0                      | 6    | 2     | 0 | 2                      | 8    | 0     | 0 | 0                    | 0    | 0     | 0 | 4                    | 0    | 3     | 0 | 25    | 328           |
| 10:40 PM                        | 0                      | 2    | 2     | 0 | 1                      | 8    | 0     | 0 | 0                    | 0    | 0     | 0 | 4                    | 0    | 3     | 0 | 20    | 309           |
| 10:45 PM                        | 0                      | 4    | 1     | 0 | 2                      | 6    | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 0    | 1     | 0 | 15    | 291           |
| 10:50 PM                        | 0                      | 8    | 3     | 0 | 0                      | 10   | 0     | 0 | 0                    | 0    | 0     | 0 | 2                    | 0    | 1     | 0 | 24    | 287           |
| 10:55 PM                        | 0                      | 6    | 4     | 0 | 0                      | 2    | 0     | 0 | 0                    | 0    | 0     | 0 | 2                    | 0    | 3     | 0 | 17    | 280           |
| 11:00 PM                        | 0                      | 3    | 5     | 0 | 6                      | 4    | 0     | 0 | 0                    | 0    | 0     | 0 | 4                    | 0    | 4     | 0 | 26    | 286           |
| 11:05 PM                        | 0                      | 7    | 3     | 0 | 3                      | 5    | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 1     | 0 | 22    | 276           |
| 11:10 PM                        | 0                      | 2    | 1     | 0 | 0                      | 3    | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 0     | 0 | 9     | 259           |
| 11:15 PM                        | 0                      | 5    | 1     | 0 | 0                      | 3    | 0     | 0 | 0                    | 0    | 0     | 0 | 6                    | 0    | 2     | 0 | 17    | 251           |
| 11:20 PM                        | 0                      | 8    | 3     | 0 | 2                      | 5    | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 1     | 0 | 22    | 249           |
| 11:25 PM                        | 0                      | 5    | 2     | 0 | 5                      | 5    | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 0     | 0 | 20    | 234           |
| 11:30 PM                        | 0                      | 4    | 5     | 0 | 5                      | 7    | 0     | 0 | 0                    | 0    | 0     | 0 | 4                    | 0    | 1     | 0 | 26    | 243           |
| 11:35 PM                        | 0                      | 1    | 4     | 0 | 2                      | 4    | 0     | 0 | 0                    | 0    | 0     | 0 | 3                    | 0    | 0     | 0 | 14    | 232           |
| 11:40 PM                        | 0                      | 2    | 0     | 0 | 0                      | 6    | 0     | 0 | 0                    | 0    | 0     | 0 | 2                    | 0    | 0     | 0 | 10    | 222           |
| 11:45 PM                        | 0                      | 4    | 2     | 0 | 1                      | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 4                    | 0    | 0     | 0 | 12    | 219           |
| 11:50 PM                        | 0                      | 7    | 2     | 0 | 1                      | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 10                   | 0    | 4     | 0 | 24    | 219           |
| 11:55 PM                        | 0                      | 2    | 3     | 0 | 0                      | 5    | 0     | 0 | 0                    | 0    | 0     | 0 | 5                    | 0    | 0     | 0 | 15    | 217           |
| 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                      | 332  | 64    | 0 | 20                     | 472  | 0     | 0 | 0                    | 0    | 0     | 0 | 80                   | 0    | 48    | 0 | 1016  |               |
| Heavy Trucks                    | 0                      | 28   | 0     |   | 0                      | 24   | 0     |   | 0                    | 0    | 0     |   | 4                    | 0    | 4     |   | 60    |               |
| Buses                           |                        |      |       |   |                        |      |       |   |                      |      |       |   |                      |      |       |   | 0     |               |
| Pedestrians                     |                        | 0    |       |   |                        | 0    |       |   |                      | 0    |       |   |                      | 0    |       |   | 0     |               |
| Bicycles                        |                        | 0    |       |   |                        | 0    |       |   |                      | 0    |       |   |                      | 0    |       |   | 0     |               |
| Scoters                         |                        |      |       |   |                        |      |       |   |                      |      |       |   |                      |      |       |   | 0     |               |

Comments:

**LOCATION:** 2 - Robinson Rancheria Casino Driveway 1 -- Pomo Way  
**CITY/STATE:** Lake, CA

**QC JOB #:** 17073002  
**DATE:** Fri, Aug 22 2025



| 5-Min Count Period Beginning At | 2 - Robinson Rancheria Casino Driveway 1 (Northbound) |      |       |   | 2 - Robinson Rancheria Casino Driveway 1 (Southbound) |      |       |   | Pomo Way (Eastbound) |      |       |   | Pomo Way (Westbound) |      |       |   | Total | Hourly Totals |
|---------------------------------|---|------|-------|---|---|------|-------|---|----------------------|------|-------|---|----------------------|------|-------|---|-------|---------------|
|                                 | Left  | Thru | Right | U | Left  | Thru | Right | U | Left                 | Thru | Right | U | Left                 | Thru | Right | U |       |               |
| 12:00 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 1                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 3     |               |
| 12:05 AM                        | 0   | 0    | 0     | 0 | 1   | 0    | 3     | 0 | 0                    | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 5     |               |
| 12:10 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 3     | 0 | 0                    | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 4     |               |
| 12:15 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 3                    | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 4     |               |
| 12:20 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 3     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 3     |               |
| 12:25 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 2     |               |
| 12:30 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 1                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 3     |               |
| 12:35 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 1                    | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 2     |               |
| 12:40 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 2     |               |
| 12:45 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 2                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 3     |               |
| 12:50 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 1                    | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 3     |               |
| 12:55 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 1                    | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 2     | 36            |
| 1:00 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 2                    | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 4     | 37            |
| 1:05 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 1                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 2     | 34            |
| 1:10 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 4     | 0 | 0                    | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 5     | 35            |
| 1:15 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 2                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 2     | 33            |
| 1:20 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 1                    | 1    | 0     | 0 | 0                    | 1    | 0     | 0 | 5     | 35            |
| 1:25 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 33            |
| 1:30 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 3     | 0 | 1                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 4     | 34            |
| 1:35 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 5     | 0 | 1                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 6     | 38            |
| 1:40 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 2                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 2     | 38            |
| 1:45 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 1     | 36            |
| 1:50 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 5                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 5     | 38            |
| 1:55 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 36            |
| 2:00 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 2                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 3     | 35            |
| 2:05 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 1     | 34            |
| 2:10 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 1                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 1     | 30            |
| 2:15 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 28            |
| 2:20 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 1                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 2     | 25            |
| 2:25 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 1                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 3     | 28            |
| 2:30 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 3     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 3     | 27            |
| 2:35 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 21            |
| 2:40 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 1                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 3     | 22            |
| 2:45 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 1     | 22            |
| 2:50 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 1     | 18            |
| 2:55 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 4     | 0 | 2                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 6     | 24            |
| 3:00 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 1                    | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 4     | 25            |

| 5-Min Count Period Beginning At | 2 - Robinson Rancheria Casino Driveway 1 (Northbound) |      |       |   | 2 - Robinson Rancheria Casino Driveway 1 (Southbound) |      |       |   | Pomo Way (Eastbound) |      |       |   | Pomo Way (Westbound) |      |       |   | Total | Hourly Totals |
|---------------------------------|---|------|-------|---|---|------|-------|---|----------------------|------|-------|---|----------------------|------|-------|---|-------|---------------|
|                                 | Left  | Thru | Right | U | Left  | Thru | Right | U | Left                 | Thru | Right | U | Left                 | Thru | Right | U |       |               |
| 3:05 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 1                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 3     | 27            |
| 3:10 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 1                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 3     | 29            |
| 3:15 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 1                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 1     | 30            |
| 3:20 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 1     | 29            |
| 3:25 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 26            |
| 3:30 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 3     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 3     | 26            |
| 3:35 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 3                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 3     | 29            |
| 3:40 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 26            |
| 3:45 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 25            |
| 3:50 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 2                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 2     | 26            |
| 3:55 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 2     | 22            |
| 4:00 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 18            |
| 4:05 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 15            |
| 4:10 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 2     | 14            |
| 4:15 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 0                    | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 2     | 15            |
| 4:20 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 14            |
| 4:25 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 5     | 0 | 1                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 6     | 20            |
| 4:30 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 3     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 3     | 20            |
| 4:35 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 17            |
| 4:40 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 2                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 2     | 19            |
| 4:45 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 3                    | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 5     | 24            |
| 4:50 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 0                    | 1    | 0     | 0 | 0                    | 1    | 0     | 0 | 3     | 25            |
| 4:55 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 2                    | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 3     | 26            |
| 5:00 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 1     | 27            |
| 5:05 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 2     | 29            |
| 5:10 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 27            |
| 5:15 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 1                    | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 4     | 29            |
| 5:20 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 1                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 2     | 31            |
| 5:25 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 1     | 26            |
| 5:30 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 2    | 0     | 0 | 0                    | 0    | 0     | 0 | 2     | 25            |
| 5:35 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 2    | 0     | 0 | 2     | 27            |
| 5:40 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 1                    | 1    | 0     | 0 | 0                    | 0    | 1     | 0 | 3     | 28            |
| 5:45 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 2                    | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 4     | 27            |
| 5:50 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 1                    | 2    | 0     | 0 | 0                    | 0    | 0     | 0 | 4     | 28            |
| 5:55 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 1                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 1     | 26            |
| 6:00 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 1                    | 2    | 0     | 0 | 0                    | 0    | 1     | 0 | 5     | 30            |
| 6:05 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 1     | 29            |
| 6:10 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 2                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 3     | 32            |
| 6:15 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 1                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 1     | 29            |
| 6:20 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 3                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 3     | 30            |
| 6:25 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 2                    | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 5     | 34            |
| 6:30 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 2                    | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 4     | 36            |
| 6:35 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 0                    | 1    | 0     | 0 | 0                    | 1    | 0     | 0 | 3     | 37            |
| 6:40 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 4                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 5     | 39            |
| 6:45 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 2                    | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 5     | 40            |
| 6:50 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 6                    | 2    | 0     | 0 | 0                    | 1    | 0     | 0 | 11    | 47            |
| 6:55 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 4                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 6     | 52            |
| 7:00 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 4     | 0 | 3                    | 1    | 0     | 0 | 0                    | 2    | 0     | 0 | 10    | 57            |
| 7:05 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 2                    | 2    | 0     | 0 | 0                    | 1    | 0     | 0 | 6     | 62            |
| 7:10 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 2                    | 3    | 0     | 0 | 0                    | 1    | 0     | 0 | 6     | 65            |
| 7:15 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 3     | 0 | 1                    | 4    | 0     | 0 | 0                    | 1    | 0     | 0 | 9     | 73            |
| 7:20 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 4     | 0 | 4                    | 1    | 0     | 0 | 0                    | 3    | 0     | 0 | 12    | 82            |
| 7:25 AM                         | 0   | 0    | 0     | 0 | 1   | 0    | 0     | 0 | 6                    | 3    | 0     | 0 | 0                    | 3    | 0     | 0 | 13    | 90            |
| 7:30 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 7                    | 3    | 0     | 0 | 0                    | 2    | 0     | 0 | 14    | 100           |
| 7:35 AM                         | 0   | 0    | 0     | 0 | 1   | 0    | 1     | 0 | 9                    | 4    | 0     | 0 | 0                    | 2    | 0     | 0 | 17    | 114           |
| 7:40 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 6                    | 4    | 0     | 0 | 0                    | 3    | 0     | 0 | 15    | 124           |
| 7:45 AM                         | 0   | 0    | 0     | 0 | 1   | 0    | 1     | 0 | 9                    | 1    | 0     | 0 | 0                    | 4    | 0     | 0 | 16    | 135           |
| 7:50 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 7                    | 3    | 0     | 0 | 0                    | 1    | 0     | 0 | 13    | 137           |
| 7:55 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 4                    | 5    | 0     | 0 | 0                    | 6    | 0     | 0 | 17    | 148           |
| 8:00 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 3     | 0 | 1                    | 4    | 0     | 0 | 0                    | 4    | 0     | 0 | 12    | 150           |
| 8:05 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 3     | 0 | 5                    | 4    | 0     | 0 | 0                    | 3    | 1     | 0 | 16    | 160           |
| 8:10 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 2                    | 1    | 0     | 0 | 0                    | 1    | 0     | 0 | 6     | 160           |
| 8:15 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 4                    | 4    | 0     | 0 | 0                    | 1    | 0     | 0 | 9     | 160           |
| 8:20 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 4     | 0 | 5                    | 3    | 0     | 0 | 0                    | 4    | 0     | 0 | 16    | 164           |
| 8:25 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 2                    | 7    | 0     | 0 | 0                    | 2    | 0     | 0 | 13    | 164           |
| 8:30 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 4                    | 0    | 0     | 0 | 0                    | 2    | 2     | 0 | 9     | 159           |
| 8:35 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 5     | 0 | 2                    | 1    | 0     | 0 | 0                    | 3    | 0     | 0 | 11    | 153           |
| 8:40 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 5                    | 2    | 0     | 0 | 0                    | 3    | 0     | 0 | 10    | 148           |
| 8:45 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 4     | 0 | 2                    | 1    | 0     | 0 | 0                    | 3    | 1     | 0 | 11    | 143           |
| 8:50 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 3                    | 2    | 0     | 0 | 0                    | 2    | 1     | 0 | 9     | 139           |
| 8:55 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 3     | 0 | 1                    | 2    | 0     | 0 | 0                    | 2    | 0     | 0 | 8     | 130           |
| 9:00 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 3                    | 6    | 0     | 0 | 0                    | 0    | 0     | 0 | 10    | 128           |
| 9:05 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 4     | 0 | 4                    | 0    | 0     | 0 | 0                    | 6    | 1     | 0 | 15    | 127           |
| 9:10 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 5                    | 0    | 0     | 0 | 0                    | 3    | 0     | 0 | 9     | 130           |
| 9:15 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 3     | 0 | 2                    | 2    | 0     | 0 | 0                    | 0    | 0     | 0 | 7     | 128           |
| 9:20 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 3                    | 2    | 0     | 0 | 0                    | 2    | 1     | 0 | 8     | 120           |
| 9:25 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 3     | 0 | 2                    | 1    | 0     | 0 | 0                    | 2    | 0     | 0 | 8     | 115           |
| 9:30 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 1                    | 2    | 0     | 0 | 0                    | 0    | 0     | 0 | 4     | 110           |
| 9:35 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 1                    | 2    | 0     | 0 | 0                    | 2    | 0     | 0 | 7     | 106           |
| 9:40 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 4                    | 2    | 0     | 0 | 0                    | 0    | 0     | 0 | 8     | 104           |
| 9:45 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 6                    | 0    | 0     | 0 | 0                    | 5    | 0     | 0 | 13    | 106           |
| 9:50 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 4     | 0 | 7                    | 1    | 0     | 0 | 0                    | 2    | 2     | 0 | 16    | 113           |
| 9:55 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 6     | 0 | 7                    | 2    | 0     | 0 | 0                    | 2    | 0     | 0 | 17    | 122           |
| 10:00 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 3                    | 0    | 0     | 0 | 0                    | 3    | 0     | 0 | 8     | 120           |
| 10:05 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 5     | 0 | 3                    | 4    | 0     | 0 | 0                    | 1    | 0     | 0 | 13    | 118           |
| 10:10 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 5     | 0 | 1                    | 1    | 0     | 0 | 0                    | 2    | 0     | 0 | 9     | 118           |
| 10:15 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 3                    | 1    | 0     | 0 | 0                    | 1    | 0     | 0 | 6     | 117           |

| 5-Min Count Period Beginning At | 2 - Robinson Rancheria Casino Driveway 1 (Northbound) |      |       |   | 2 - Robinson Rancheria Casino Driveway 1 (Southbound) |      |       |   | Pomo Way (Eastbound) |      |       |   | Pomo Way (Westbound) |      |       |   | Total | Hourly Totals |
|---------------------------------|---|------|-------|---|---|------|-------|---|----------------------|------|-------|---|----------------------|------|-------|---|-------|---------------|
|                                 | Left  | Thru | Right | U | Left  | Thru | Right | U | Left                 | Thru | Right | U | Left                 | Thru | Right | U |       |               |
|                                 | 10:20 AM  | 0    | 0     | 0 | 0   | 0    | 0     | 5 | 0                    | 4    | 1     | 0 | 0                    | 0    | 2     | 0 |       |               |
| 10:25 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 3     | 0 | 3                    | 2    | 0     | 0 | 0                    | 1    | 0     | 0 | 9     | 122           |
| 10:30 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 4     | 0 | 5                    | 0    | 0     | 0 | 0                    | 2    | 1     | 0 | 12    | 130           |
| 10:35 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 4     | 0 | 3                    | 1    | 0     | 0 | 0                    | 2    | 0     | 0 | 10    | 133           |
| 10:40 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 3     | 0 | 3                    | 1    | 0     | 0 | 0                    | 2    | 0     | 0 | 9     | 134           |
| 10:45 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 4     | 0 | 9                    | 3    | 0     | 0 | 0                    | 2    | 0     | 0 | 18    | 139           |
| 10:50 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 4     | 0 | 6                    | 2    | 0     | 0 | 0                    | 2    | 1     | 0 | 15    | 138           |
| 10:55 AM                        | 0   | 0    | 0     | 0 | 1   | 0    | 5     | 0 | 5                    | 4    | 0     | 0 | 0                    | 3    | 0     | 0 | 18    | 139           |
| 11:00 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 5     | 0 | 1                    | 2    | 0     | 0 | 0                    | 3    | 0     | 0 | 11    | 142           |
| 11:05 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 5     | 0 | 11                   | 4    | 0     | 0 | 0                    | 4    | 0     | 0 | 24    | 153           |
| 11:10 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 5     | 0 | 2                    | 3    | 0     | 0 | 0                    | 3    | 0     | 0 | 13    | 157           |
| 11:15 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 2                    | 1    | 0     | 0 | 0                    | 3    | 0     | 0 | 7     | 158           |
| 11:20 AM                        | 0   | 0    | 0     | 0 | 1   | 0    | 3     | 0 | 3                    | 4    | 0     | 0 | 0                    | 4    | 0     | 0 | 15    | 161           |
| 11:25 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 5     | 0 | 2                    | 1    | 0     | 0 | 0                    | 2    | 0     | 0 | 10    | 162           |
| 11:30 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 8     | 0 | 5                    | 2    | 0     | 0 | 0                    | 3    | 0     | 0 | 18    | 168           |
| 11:35 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 3                    | 3    | 0     | 0 | 0                    | 2    | 0     | 0 | 9     | 167           |
| 11:40 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 5     | 0 | 4                    | 3    | 0     | 0 | 0                    | 3    | 0     | 0 | 15    | 173           |
| 11:45 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 3     | 0 | 3                    | 3    | 0     | 0 | 0                    | 3    | 0     | 0 | 12    | 167           |
| 11:50 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 1                    | 1    | 0     | 0 | 0                    | 1    | 0     | 0 | 5     | 157           |
| 11:55 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 4     | 0 | 3                    | 1    | 0     | 0 | 0                    | 5    | 1     | 0 | 14    | 153           |
| 12:00 PM                        | 0   | 0    | 0     | 0 | 0   | 0    | 3     | 0 | 1                    | 4    | 0     | 0 | 0                    | 3    | 0     | 0 | 11    | 153           |
| 12:05 PM                        | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 4                    | 3    | 0     | 0 | 0                    | 6    | 1     | 0 | 15    | 144           |
| 12:10 PM                        | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 2                    | 1    | 0     | 0 | 0                    | 2    | 0     | 0 | 7     | 138           |
| 12:15 PM                        | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 3                    | 2    | 0     | 0 | 0                    | 3    | 0     | 0 | 10    | 141           |
| 12:20 PM                        | 0   | 0    | 0     | 0 | 0   | 0    | 6     | 0 | 6                    | 1    | 0     | 0 | 0                    | 1    | 0     | 0 | 14    | 140           |
| 12:25 PM                        | 0   | 0    | 0     | 0 | 0   | 0    | 5     | 0 | 7                    | 2    | 0     | 0 | 0                    | 2    | 0     | 0 | 16    | 146           |
| 12:30 PM                        | 0   | 0    | 0     | 0 | 0   | 0    | 6     | 0 | 4                    | 3    | 0     | 0 | 0                    | 3    | 0     | 0 | 16    | 144           |
| 12:35 PM                        | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 5                    | 2    | 0     | 0 | 0                    | 0    | 1     | 0 | 9     | 144           |
| 12:40 PM                        | 0   | 0    | 0     | 0 | 1   | 0    | 5     | 0 | 4                    | 6    | 0     | 0 | 0                    | 2    | 0     | 0 | 18    | 147           |
| 12:45 PM                        | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 1                    | 3    | 0     | 0 | 0                    | 3    | 0     | 0 | 8     | 143           |
| 12:50 PM                        | 0   | 0    | 0     | 0 | 0   | 0    | 5     | 0 | 3                    | 0    | 0     | 0 | 0                    | 4    | 0     | 0 | 12    | 150           |
| 12:55 PM                        | 0   | 0    | 0     | 0 | 0   | 0    | 6     | 0 | 9                    | 5    | 0     | 0 | 0                    | 1    | 0     | 0 | 21    | 157           |
| 1:00 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 6     | 0 | 4                    | 1    | 0     | 0 | 0                    | 4    | 0     | 0 | 15    | 161           |
| 1:05 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 4                    | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 7     | 153           |
| 1:10 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 3     | 0 | 3                    | 0    | 0     | 0 | 0                    | 3    | 0     | 0 | 9     | 155           |
| 1:15 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 4     | 0 | 9                    | 0    | 0     | 0 | 0                    | 4    | 0     | 0 | 17    | 162           |
| 1:20 PM                         | 0   | 0    | 0     | 0 | 1   | 0    | 6     | 0 | 4                    | 2    | 0     | 0 | 0                    | 0    | 0     | 0 | 13    | 161           |
| 1:25 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 4                    | 2    | 0     | 0 | 0                    | 1    | 1     | 0 | 10    | 155           |
| 1:30 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 7                    | 1    | 0     | 0 | 0                    | 1    | 0     | 0 | 11    | 150           |
| 1:35 PM                         | 0   | 0    | 0     | 0 | 1   | 0    | 2     | 0 | 5                    | 6    | 0     | 0 | 0                    | 3    | 0     | 0 | 17    | 158           |
| 1:40 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 5     | 0 | 2                    | 0    | 0     | 0 | 0                    | 3    | 1     | 0 | 11    | 151           |
| 1:45 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 1                    | 3    | 0     | 0 | 0                    | 1    | 0     | 0 | 5     | 148           |
| 1:50 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 3     | 0 | 2                    | 0    | 0     | 0 | 0                    | 3    | 0     | 0 | 8     | 144           |
| 1:55 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 4     | 0 | 6                    | 3    | 0     | 0 | 0                    | 5    | 0     | 0 | 18    | 141           |
| 2:00 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 7                    | 1    | 0     | 0 | 0                    | 6    | 0     | 0 | 15    | 141           |
| 2:05 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 1                    | 3    | 0     | 0 | 0                    | 6    | 0     | 0 | 12    | 146           |
| 2:10 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 5     | 0 | 1                    | 5    | 0     | 0 | 0                    | 3    | 0     | 0 | 14    | 151           |
| 2:15 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 2                    | 8    | 0     | 0 | 0                    | 5    | 1     | 0 | 18    | 152           |
| 2:20 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 6     | 0 | 8                    | 2    | 0     | 0 | 0                    | 4    | 1     | 0 | 21    | 160           |
| 2:25 PM                         | 0   | 0    | 0     | 0 | 1   | 0    | 5     | 0 | 4                    | 5    | 0     | 0 | 0                    | 4    | 2     | 0 | 21    | 171           |
| 2:30 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 4                    | 2    | 0     | 0 | 0                    | 6    | 2     | 0 | 16    | 176           |
| 2:35 PM                         | 0   | 0    | 0     | 0 | 3   | 0    | 8     | 0 | 1                    | 2    | 0     | 0 | 0                    | 3    | 0     | 1 | 18    | 177           |
| 2:40 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 4                    | 5    | 0     | 0 | 0                    | 4    | 0     | 0 | 15    | 181           |
| 2:45 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 7                    | 3    | 0     | 0 | 0                    | 4    | 0     | 0 | 16    | 192           |
| 2:50 PM                         | 0   | 0    | 0     | 0 | 1   | 0    | 1     | 0 | 8                    | 3    | 0     | 0 | 0                    | 1    | 0     | 0 | 14    | 198           |
| 2:55 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 6     | 0 | 10                   | 6    | 0     | 0 | 0                    | 5    | 1     | 0 | 28    | 208           |
| 3:00 PM                         | 0   | 0    | 0     | 0 | 1   | 0    | 5     | 0 | 6                    | 3    | 0     | 0 | 0                    | 1    | 0     | 0 | 16    | 209           |
| 3:05 PM                         | 0   | 0    | 0     | 0 | 1   | 0    | 6     | 0 | 7                    | 2    | 0     | 0 | 0                    | 4    | 2     | 0 | 22    | 219           |
| 3:10 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 7     | 0 | 9                    | 1    | 0     | 0 | 0                    | 2    | 0     | 0 | 19    | 224           |
| 3:15 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 9     | 0 | 7                    | 3    | 0     | 0 | 0                    | 0    | 0     | 0 | 19    | 225           |
| 3:20 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 3     | 0 | 6                    | 2    | 0     | 0 | 0                    | 3    | 0     | 0 | 14    | 218           |
| 3:25 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 5     | 0 | 2                    | 4    | 0     | 0 | 0                    | 0    | 0     | 0 | 11    | 208           |
| 3:30 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 8     | 0 | 7                    | 4    | 0     | 0 | 0                    | 0    | 0     | 0 | 19    | 211           |
| 3:35 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 3     | 0 | 7                    | 2    | 0     | 0 | 0                    | 0    | 0     | 0 | 12    | 205           |
| 3:40 PM                         | 0   | 0    | 0     | 0 | 1   | 0    | 4     | 0 | 6                    | 1    | 0     | 0 | 0                    | 5    | 0     | 0 | 17    | 207           |
| 3:45 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 5     | 0 | 3                    | 8    | 0     | 0 | 0                    | 3    | 1     | 0 | 20    | 211           |
| 3:50 PM                         | 0   | 0    | 0     | 0 | 1   | 0    | 13    | 0 | 4                    | 0    | 0     | 0 | 0                    | 3    | 0     | 0 | 21    | 218           |
| 3:55 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 16    | 0 | 9                    | 2    | 0     | 0 | 0                    | 2    | 0     | 0 | 29    | 219           |
| 4:00 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 10    | 0 | 8                    | 4    | 0     | 0 | 0                    | 1    | 0     | 0 | 23    | 226           |
| 4:05 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 9     | 0 | 5                    | 1    | 0     | 0 | 0                    | 3    | 0     | 0 | 18    | 222           |
| 4:10 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 5     | 0 | 3                    | 1    | 0     | 0 | 0                    | 2    | 0     | 0 | 11    | 214           |
| 4:15 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 3                    | 1    | 0     | 0 | 0                    | 4    | 0     | 0 | 10    | 205           |
| 4:20 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 9     | 0 | 4                    | 1    | 0     | 0 | 0                    | 1    | 0     | 0 | 15    | 206           |
| 4:25 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 5     | 0 | 5                    | 0    | 0     | 0 | 0                    | 3    | 0     | 0 | 13    | 208           |
| 4:30 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 5     | 0 | 5                    | 1    | 0     | 0 | 0                    | 4    | 0     | 0 | 15    | 204           |
| 4:35 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 1                    | 1    | 0     | 0 | 0                    | 4    | 1     | 0 | 7     | 199           |
| 4:40 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 3     | 0 | 8                    | 1    | 0     | 0 | 0                    | 2    | 0     | 0 | 14    | 196           |
| 4:45 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 7     | 0 | 6                    | 2    | 0     | 0 | 0                    | 0    | 0     | 0 | 15    | 191           |
| 4:50 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 4     | 0 | 8                    | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 13    | 183           |
| 4:55 PM                         | 0   | 0    | 0     | 0 | 1   | 0    | 7     | 0 | 3                    | 3    | 0     | 0 | 0                    | 0    | 0     | 0 | 14    | 168           |
| 5:00 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 8     | 0 | 4                    | 1    | 0     | 0 | 0                    | 8    | 0     | 0 | 21    | 166           |
| 5:05 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 3     | 0 | 3                    | 0    | 0     | 0 | 0                    | 3    | 0     | 0 | 9     | 157           |
| 5:10 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 3     | 0 | 5                    | 3    | 0     | 0 | 0                    | 2    | 0     | 0 | 13    | 159           |
| 5:15 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 4     | 0 | 4                    | 3    | 0     | 0 | 0                    | 2    | 0     | 0 | 13    | 162           |
| 5:20 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 3     | 0 | 10                   | 5    | 0     | 0 | 0                    | 3    | 0     | 0 | 21    | 168           |
| 5:25 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 5     | 0 | 4                    | 3    | 0     | 0 | 0                    | 0    | 1     | 0 | 13    | 168           |
| 5:30 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 4     | 0 | 3                    | 2    | 0     | 0 | 0                    | 2    | 0     | 0 | 11    | 164           |

| 5-Min Count<br>Period<br>Beginning At | 2 - Robinson Rancheria Casino<br>Driveway 1<br>(Northbound) |      |       |   | 2 - Robinson Rancheria Casino<br>Driveway 1<br>(Southbound) |      |       |   | Pomo Way<br>(Eastbound) |      |       |   | Pomo Way<br>(Westbound) |      |       |   | Total | Hourly<br>Totals |
|---------------------------------------|---|------|-------|---|---|------|-------|---|-------------------------|------|-------|---|-------------------------|------|-------|---|-------|------------------|
|                                       | Left  | Thru | Right | U | Left  | Thru | Right | U | Left                    | Thru | Right | U | Left                    | Thru | Right | U |       |                  |
|                                       | 5:35 PM   | 0    | 0     | 0 | 0   | 0    | 0     | 4 | 0                       | 16   | 2     | 0 | 0                       | 0    | 1     | 0 |       |                  |
| 5:40 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 3     | 0 | 9                       | 3    | 0     | 0 | 0                       | 4    | 0     | 0 | 19    | 185              |
| 5:45 PM                               | 0   | 0    | 0     | 0 | 1   | 0    | 3     | 0 | 7                       | 3    | 0     | 0 | 0                       | 0    | 1     | 0 | 15    | 185              |
| 5:50 PM                               | 0   | 0    | 0     | 0 | 1   | 0    | 3     | 0 | 16                      | 0    | 0     | 0 | 0                       | 2    | 2     | 0 | 24    | 196              |
| 5:55 PM                               | 0   | 0    | 0     | 0 | 2   | 0    | 2     | 0 | 7                       | 3    | 0     | 0 | 0                       | 1    | 1     | 0 | 16    | 198              |
| 6:00 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 5                       | 2    | 0     | 0 | 0                       | 2    | 0     | 0 | 10    | 187              |
| 6:05 PM                               | 0   | 0    | 0     | 0 | 1   | 0    | 2     | 0 | 7                       | 2    | 0     | 0 | 0                       | 2    | 0     | 0 | 14    | 192              |
| 6:10 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 7                       | 3    | 0     | 0 | 0                       | 4    | 0     | 0 | 14    | 193              |
| 6:15 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 3     | 0 | 7                       | 0    | 0     | 0 | 0                       | 0    | 0     | 0 | 10    | 190              |
| 6:20 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 3     | 0 | 6                       | 1    | 0     | 0 | 0                       | 5    | 0     | 0 | 15    | 184              |
| 6:25 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 10                      | 1    | 0     | 0 | 0                       | 1    | 0     | 0 | 13    | 184              |
| 6:30 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 4     | 0 | 8                       | 1    | 0     | 0 | 0                       | 0    | 0     | 0 | 13    | 186              |
| 6:35 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 5     | 0 | 3                       | 1    | 0     | 0 | 0                       | 1    | 0     | 0 | 10    | 173              |
| 6:40 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 10    | 0 | 4                       | 3    | 0     | 0 | 0                       | 0    | 0     | 0 | 17    | 171              |
| 6:45 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 8                       | 2    | 0     | 0 | 0                       | 1    | 1     | 0 | 14    | 170              |
| 6:50 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 5     | 0 | 6                       | 0    | 0     | 0 | 0                       | 2    | 0     | 0 | 13    | 159              |
| 6:55 PM                               | 0   | 0    | 0     | 0 | 1   | 0    | 6     | 0 | 6                       | 1    | 0     | 0 | 0                       | 2    | 1     | 0 | 17    | 160              |
| 7:00 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 11    | 0 | 4                       | 2    | 0     | 0 | 0                       | 0    | 0     | 0 | 17    | 167              |
| 7:05 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 7     | 0 | 8                       | 6    | 0     | 0 | 0                       | 3    | 0     | 0 | 24    | 177              |
| 7:10 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 7     | 0 | 7                       | 1    | 0     | 0 | 0                       | 4    | 0     | 0 | 19    | 182              |
| 7:15 PM                               | 0   | 0    | 0     | 0 | 1   | 0    | 7     | 0 | 3                       | 2    | 0     | 0 | 0                       | 1    | 0     | 0 | 14    | 186              |
| 7:20 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 6     | 0 | 4                       | 0    | 0     | 0 | 0                       | 3    | 0     | 0 | 13    | 184              |
| 7:25 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 10    | 0 | 4                       | 1    | 0     | 0 | 0                       | 0    | 0     | 0 | 15    | 186              |
| 7:30 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 9     | 0 | 5                       | 3    | 0     | 0 | 0                       | 0    | 0     | 0 | 17    | 190              |
| 7:35 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 5     | 0 | 3                       | 0    | 0     | 0 | 0                       | 1    | 0     | 0 | 9     | 189              |
| 7:40 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 10                      | 2    | 0     | 0 | 0                       | 2    | 1     | 0 | 16    | 188              |
| 7:45 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 10    | 0 | 9                       | 1    | 0     | 0 | 0                       | 1    | 0     | 0 | 21    | 195              |
| 7:50 PM                               | 0   | 0    | 0     | 0 | 1   | 0    | 5     | 0 | 4                       | 1    | 0     | 0 | 0                       | 1    | 0     | 0 | 12    | 194              |
| 7:55 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 7     | 0 | 5                       | 0    | 0     | 0 | 0                       | 1    | 0     | 0 | 13    | 190              |
| 8:00 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 6     | 0 | 4                       | 1    | 0     | 0 | 0                       | 0    | 1     | 0 | 12    | 185              |
| 8:05 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 4     | 0 | 6                       | 1    | 0     | 0 | 0                       | 1    | 0     | 0 | 12    | 173              |
| 8:10 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 5     | 0 | 8                       | 3    | 0     | 0 | 0                       | 1    | 0     | 0 | 17    | 171              |
| 8:15 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 3     | 0 | 5                       | 0    | 0     | 0 | 0                       | 0    | 0     | 0 | 8     | 165              |
| 8:20 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 6     | 0 | 6                       | 1    | 0     | 0 | 0                       | 6    | 2     | 0 | 21    | 173              |
| 8:25 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 11    | 0 | 4                       | 2    | 0     | 0 | 0                       | 1    | 0     | 0 | 18    | 176              |
| 8:30 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 7     | 0 | 3                       | 2    | 0     | 0 | 0                       | 0    | 0     | 0 | 12    | 171              |
| 8:35 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 7     | 0 | 5                       | 2    | 0     | 0 | 0                       | 2    | 0     | 0 | 16    | 178              |
| 8:40 PM                               | 0   | 0    | 0     | 0 | 1   | 0    | 7     | 0 | 2                       | 0    | 0     | 0 | 0                       | 0    | 0     | 0 | 10    | 172              |
| 8:45 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 11    | 0 | 6                       | 2    | 0     | 0 | 0                       | 2    | 1     | 0 | 22    | 173              |
| 8:50 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 7     | 0 | 7                       | 2    | 0     | 0 | 0                       | 0    | 0     | 0 | 16    | 177              |
| 8:55 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 7     | 0 | 3                       | 1    | 0     | 0 | 0                       | 0    | 0     | 0 | 11    | 175              |
| 9:00 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 5     | 0 | 9                       | 2    | 0     | 0 | 0                       | 2    | 0     | 0 | 18    | 181              |
| 9:05 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 13    | 0 | 8                       | 1    | 0     | 0 | 0                       | 0    | 0     | 0 | 22    | 191              |
| 9:10 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 5     | 0 | 4                       | 2    | 0     | 0 | 0                       | 1    | 0     | 0 | 12    | 186              |
| 9:15 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 5     | 0 | 5                       | 2    | 0     | 0 | 0                       | 0    | 1     | 0 | 13    | 191              |
| 9:20 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 6     | 0 | 4                       | 3    | 0     | 0 | 0                       | 2    | 1     | 0 | 16    | 186              |
| 9:25 PM                               | 0   | 0    | 0     | 0 | 1   | 0    | 11    | 0 | 9                       | 0    | 0     | 0 | 0                       | 2    | 1     | 0 | 24    | 192              |
| 9:30 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 10    | 0 | 3                       | 2    | 0     | 0 | 0                       | 4    | 1     | 0 | 20    | 200              |
| 9:35 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 6     | 0 | 7                       | 0    | 0     | 0 | 0                       | 2    | 0     | 0 | 15    | 199              |
| 9:40 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 10    | 0 | 10                      | 1    | 0     | 0 | 0                       | 0    | 0     | 0 | 21    | 210              |
| 9:45 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 7     | 0 | 5                       | 1    | 0     | 0 | 0                       | 1    | 0     | 0 | 14    | 202              |
| 9:50 PM                               | 0   | 0    | 0     | 0 | 1   | 0    | 3     | 0 | 5                       | 4    | 0     | 0 | 0                       | 0    | 0     | 0 | 13    | 199              |
| 9:55 PM                               | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 5                       | 0    | 0     | 0 | 0                       | 1    | 0     | 0 | 8     | 196              |
| 10:00 PM                              | 0   | 0    | 0     | 0 | 1   | 0    | 5     | 0 | 4                       | 1    | 0     | 0 | 0                       | 0    | 0     | 0 | 11    | 189              |
| 10:05 PM                              | 0   | 0    | 0     | 0 | 1   | 0    | 2     | 0 | 5                       | 0    | 0     | 0 | 0                       | 2    | 0     | 0 | 10    | 177              |
| 10:10 PM                              | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 5                       | 2    | 0     | 0 | 0                       | 1    | 0     | 0 | 10    | 175              |
| 10:15 PM                              | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 3                       | 2    | 0     | 0 | 0                       | 1    | 2     | 0 | 10    | 172              |
| 10:20 PM                              | 0   | 0    | 0     | 0 | 1   | 0    | 2     | 0 | 6                       | 1    | 0     | 0 | 0                       | 1    | 1     | 0 | 12    | 168              |
| 10:25 PM                              | 0   | 0    | 0     | 0 | 1   | 0    | 4     | 0 | 5                       | 1    | 0     | 0 | 0                       | 3    | 0     | 0 | 14    | 158              |
| 10:30 PM                              | 0   | 0    | 0     | 0 | 0   | 0    | 6     | 0 | 2                       | 0    | 0     | 0 | 0                       | 1    | 0     | 0 | 9     | 147              |
| 10:35 PM                              | 0   | 0    | 0     | 0 | 0   | 0    | 6     | 0 | 3                       | 1    | 0     | 0 | 0                       | 1    | 0     | 0 | 11    | 143              |
| 10:40 PM                              | 0   | 0    | 0     | 0 | 1   | 0    | 5     | 0 | 3                       | 0    | 0     | 0 | 0                       | 2    | 1     | 0 | 12    | 134              |
| 10:45 PM                              | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 2                       | 1    | 0     | 0 | 0                       | 0    | 0     | 0 | 5     | 125              |
| 10:50 PM                              | 0   | 0    | 0     | 0 | 0   | 0    | 4     | 0 | 3                       | 0    | 0     | 0 | 0                       | 0    | 0     | 0 | 7     | 119              |
| 10:55 PM                              | 0   | 0    | 0     | 0 | 0   | 0    | 4     | 0 | 3                       | 0    | 0     | 0 | 0                       | 0    | 1     | 0 | 8     | 119              |
| 11:00 PM                              | 0   | 0    | 0     | 0 | 2   | 0    | 8     | 0 | 7                       | 4    | 0     | 0 | 0                       | 1    | 0     | 0 | 22    | 130              |
| 11:05 PM                              | 0   | 0    | 0     | 0 | 0   | 0    | 3     | 0 | 3                       | 3    | 0     | 0 | 0                       | 0    | 1     | 0 | 10    | 130              |
| 11:10 PM                              | 0   | 0    | 0     | 0 | 0   | 0    | 3     | 0 | 1                       | 0    | 0     | 0 | 0                       | 0    | 0     | 0 | 4     | 124              |
| 11:15 PM                              | 0   | 0    | 0     | 0 | 1   | 0    | 6     | 0 | 1                       | 0    | 0     | 0 | 0                       | 2    | 0     | 0 | 10    | 124              |
| 11:20 PM                              | 0   | 0    | 0     | 0 | 0   | 0    | 3     | 0 | 3                       | 1    | 0     | 0 | 0                       | 1    | 0     | 0 | 8     | 120              |
| 11:25 PM                              | 0   | 0    | 0     | 0 | 0   | 0    | 3     | 0 | 6                       | 1    | 0     | 0 | 0                       | 0    | 0     | 0 | 10    | 116              |
| 11:30 PM                              | 0   | 0    | 0     | 0 | 0   | 0    | 5     | 0 | 9                       | 1    | 0     | 0 | 0                       | 0    | 0     | 0 | 15    | 122              |
| 11:35 PM                              | 0   | 0    | 0     | 0 | 1   | 0    | 1     | 0 | 4                       | 2    | 0     | 0 | 0                       | 1    | 0     | 0 | 9     | 120              |
| 11:40 PM                              | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 0                       | 0    | 0     | 0 | 0                       | 0    | 0     | 0 | 2     | 110              |
| 11:45 PM                              | 0   | 0    | 0     | 0 | 0   | 0    | 4     | 0 | 1                       | 2    | 0     | 0 | 0                       | 1    | 0     | 0 | 8     | 113              |
| 11:50 PM                              | 0   | 0    | 0     | 0 | 1   | 0    | 12    | 0 | 2                       | 1    | 0     | 0 | 0                       | 1    | 0     | 0 | 17    | 123              |
| 11:55 PM                              | 0   | 0    | 0     | 0 | 0   | 0    | 4     | 0 | 2                       | 1    | 0     | 0 | 0                       | 1    | 0     | 0 | 8     | 123              |
| Peak 15-Min<br>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    | 156   | 0 | 84                      | 24   | 0     | 0 | 0                       | 24   | 0     | 0 | 292   |                  |
| Heavy Trucks                          | 0   | 0    | 0     | 0 | 0   | 0    | 8     | 0 | 8                       | 0    | 0     | 0 | 0                       | 0    | 0     | 0 | 16    |                  |
| Buses                                 |   |      |       |   |   |      |       |   |                         |      |       |   |                         |      |       |   |       |                  |
| Pedestrians                           |   | 0    |       |   |   | 0    |       |   |                         | 0    |       |   |                         | 0    |       |   | 0     |                  |
| Bicycles                              | 0   | 0    | 0     |   | 0   | 0    | 0     |   | 0                       | 0    | 0     |   | 0                       | 0    | 0     |   | 0     |                  |
| Scooters                              |   |      |       |   |   |      |       |   |                         |      |       |   |                         |      |       |   |       |                  |

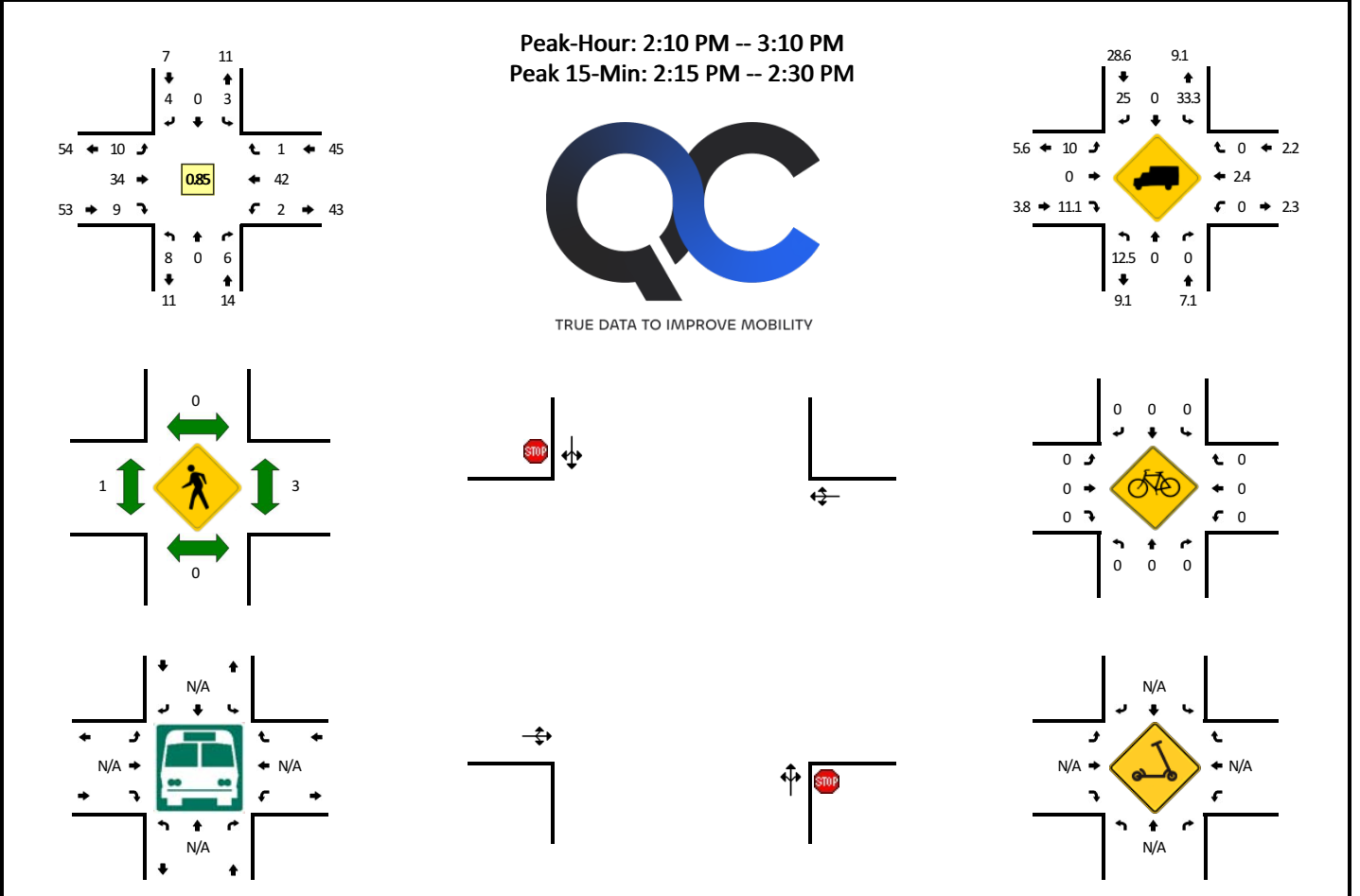
*Comments:*

Report generated on 8/29/2025 4:08 PM

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

**LOCATION:** 3 - Robinson Rancheria Casino Driveway 2 -- Pomo Way  
**CITY/STATE:** Lake, CA

**QC JOB #:** 17073003  
**DATE:** Fri, Aug 22 2025



| 5-Min Count Period Beginning At | 3 - Robinson Rancheria Casino Driveway 2 (Northbound) |      |       |   | 3 - Robinson Rancheria Casino Driveway 2 (Southbound) |      |       |   | Pomo Way (Eastbound) |      |       |   | Pomo Way (Westbound) |      |       |   | Total | Hourly Totals |
|---------------------------------|---|------|-------|---|---|------|-------|---|----------------------|------|-------|---|----------------------|------|-------|---|-------|---------------|
|                                 | Left  | Thru | Right | U | Left  | Thru | Right | U | Left                 | Thru | Right | U | Left                 | Thru | Right | U |       |               |
| 12:00 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 12:05 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 2     | 0 | 0                    | 0    | 0     | 0 | 0     | 2             |
| 12:10 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0     | 1             |
| 12:15 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0     | 1             |
| 12:20 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 12:25 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 12:30 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 12:35 AM                        | 0   | 0    | 0     | 0 | 1   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0     | 2             |
| 12:40 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 12:45 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 12:50 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 0     | 1             |
| 12:55 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 0     | 1             |
| 1:00 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 0     | 1             |
| 1:05 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 1:10 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0     | 1             |
| 1:15 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 1:20 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 0     | 1             |
| 1:25 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 1:30 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 1:35 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 1:40 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 1:45 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 1:50 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 1:55 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 2:00 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 2:05 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 2:10 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 2:15 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 2:20 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 2:25 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 2:30 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 2:35 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 2:40 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 2:45 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 2:50 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 2:55 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0     | 1             |
| 3:00 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |

| 5-Min Count Period Beginning At | 3 - Robinson Rancheria Casino Driveway 2 (Northbound) |      |       |   | 3 - Robinson Rancheria Casino Driveway 2 (Southbound) |      |       |   | Pomo Way (Eastbound) |      |       |   | Pomo Way (Westbound) |      |       |   | Total | Hourly Totals |    |
|---------------------------------|---|------|-------|---|---|------|-------|---|----------------------|------|-------|---|----------------------|------|-------|---|-------|---------------|----|
|                                 | Left  | Thru | Right | U | Left  | Thru | Right | U | Left                 | Thru | Right | U | Left                 | Thru | Right | U |       |               |    |
| 3:05 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             | 1  |
| 3:10 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             | 1  |
| 3:15 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             | 1  |
| 3:20 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             | 1  |
| 3:25 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             | 1  |
| 3:30 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             | 1  |
| 3:35 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             | 1  |
| 3:40 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             | 1  |
| 3:45 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             | 1  |
| 3:50 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             | 1  |
| 3:55 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             | 0  |
| 4:00 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             | 0  |
| 4:05 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             | 0  |
| 4:10 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             | 0  |
| 4:15 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             | 1  |
| 4:20 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             | 1  |
| 4:25 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             | 1  |
| 4:30 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             | 1  |
| 4:35 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             | 1  |
| 4:40 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             | 1  |
| 4:45 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0     | 0             | 2  |
| 4:50 AM                         | 1   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 1 | 0                    | 0    | 0     | 0 | 0     | 0             | 4  |
| 4:55 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 1     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             | 6  |
| 5:00 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 1 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             | 7  |
| 5:05 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             | 7  |
| 5:10 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             | 7  |
| 5:15 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 0     | 1 | 0                    | 0    | 0     | 0 | 0     | 0             | 8  |
| 5:20 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             | 8  |
| 5:25 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             | 8  |
| 5:30 AM                         | 0   | 0    | 1     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 0     | 1 | 0                    | 0    | 0     | 0 | 0     | 0             | 11 |
| 5:35 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0     | 0             | 13 |
| 5:40 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             | 15 |
| 5:45 AM                         | 0   | 0    | 0     | 0 | 0   | 1    | 0     | 0 | 0                    | 1    | 0     | 0 | 0                    | 1    | 0     | 0 | 0     | 0             | 17 |
| 5:50 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 2    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             | 17 |
| 5:55 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             | 15 |
| 6:00 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 2    | 0     | 1 | 0                    | 0    | 1     | 0 | 0     | 0             | 18 |
| 6:05 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             | 19 |
| 6:10 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             | 19 |
| 6:15 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             | 17 |
| 6:20 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0     | 0             | 18 |
| 6:25 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             | 19 |
| 6:30 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0     | 0             | 17 |
| 6:35 AM                         | 0   | 0    | 0     | 0 | 1   | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 1     | 0 | 0     | 0             | 18 |
| 6:40 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             | 16 |
| 6:45 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0     | 0             | 14 |
| 6:50 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 1     | 0 | 0                    | 0    | 1     | 0 | 0     | 0             | 15 |
| 6:55 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             | 15 |
| 7:00 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 1     | 0 | 0     | 0             | 14 |
| 7:05 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 2    | 0     | 0 | 0                    | 0    | 1     | 0 | 0     | 0             | 16 |
| 7:10 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 2     | 0 | 0                    | 0    | 1     | 0 | 0     | 0             | 20 |
| 7:15 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 2    | 2     | 0 | 0                    | 0    | 1     | 0 | 0     | 0             | 25 |
| 7:20 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 0                    | 2    | 0     | 0 | 0     | 0             | 27 |
| 7:25 AM                         | 1   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 0                    | 2    | 3     | 0 | 0                    | 0    | 1     | 0 | 0     | 0             | 34 |
| 7:30 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 2    | 0     | 0 | 0                    | 1    | 1     | 0 | 0     | 0             | 37 |
| 7:35 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 0                    | 0    | 4     | 0 | 0                    | 0    | 1     | 0 | 0     | 0             | 40 |
| 7:40 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 4     | 0 | 0                    | 0    | 3     | 0 | 0     | 0             | 48 |
| 7:45 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 2     | 0 | 0                    | 0    | 4     | 0 | 0     | 0             | 53 |
| 7:50 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 2     | 0 | 0                    | 0    | 1     | 0 | 0     | 0             | 54 |
| 7:55 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 3     | 0 | 0                    | 0    | 6     | 0 | 0     | 0             | 64 |
| 8:00 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 4     | 0 | 0                    | 0    | 4     | 0 | 0     | 0             | 70 |
| 8:05 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 4     | 0 | 0                    | 0    | 4     | 0 | 0     | 0             | 75 |
| 8:10 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 1     | 0 | 0     | 0             | 73 |
| 8:15 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 3     | 1 | 0                    | 0    | 2     | 0 | 0     | 0             | 74 |
| 8:20 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 2     | 1 | 0                    | 0    | 3     | 0 | 0     | 0             | 77 |
| 8:25 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 5     | 1 | 0                    | 0    | 3     | 0 | 0     | 0             | 10 |
| 8:30 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 3     | 0 | 0     | 0             | 78 |
| 8:35 AM                         | 1   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 2     | 0 | 0     | 0             | 4  |
| 8:40 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 2     | 0 | 0                    | 0    | 3     | 0 | 0     | 0             | 5  |
| 8:45 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 4     | 0 | 0     | 0             | 5  |
| 8:50 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 1     | 0 | 0                    | 0    | 3     | 0 | 0     | 0             | 5  |
| 8:55 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 2     | 0 | 0                    | 0    | 2     | 0 | 0     | 0             | 4  |
| 9:00 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 2    | 4     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             | 6  |
| 9:05 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 7     | 0 | 0     | 0             | 7  |
| 9:10 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 2     | 0 | 0     | 0             | 3  |
| 9:15 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 1     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             | 2  |
| 9:20 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0                    | 0    | 3     | 0 | 0     | 0             | 4  |
| 9:25 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 2     | 0 | 0                    | 0    | 2     | 0 | 0     | 0             | 4  |
| 9:30 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 1 | 0                    | 0    | 0     | 0 | 0     | 0             | 1  |
| 9:35 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 1     | 0 | 0                    | 0    | 2     | 0 | 0     | 0             | 4  |
| 9:40 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 2     | 1 | 0                    | 0    | 0     | 0 | 0     | 0             | 3  |
| 9:45 AM                         | 1   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 5     | 0 | 0     | 0             | 6  |
| 9:50 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 3     | 0 | 0     | 0             | 4  |
| 9:55 AM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 2     | 0 | 0                    | 1    | 2     | 0 | 0     | 0             | 5  |
| 10:00 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 2     | 0 | 0     | 0             | 3  |
| 10:05 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 3     | 0 | 0                    | 0    | 1     | 0 | 0     | 0             | 5  |
| 10:10 AM                        | 0   | 0    | 1     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 2     | 0 | 0     | 0             | 4  |
| 10:15 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 1     | 0 | 0     | 0             | 2  |

| 5-Min Count Period Beginning At | 3 - Robinson Rancheria Casino Driveway 2 (Northbound) |      |       |   | 3 - Robinson Rancheria Casino Driveway 2 (Southbound) |      |       |   | Pomo Way (Eastbound) |      |       |   | Pomo Way (Westbound) |      |       |   | Total | Hourly Totals |
|---------------------------------|---|------|-------|---|---|------|-------|---|----------------------|------|-------|---|----------------------|------|-------|---|-------|---------------|
|                                 | Left  | Thru | Right | U | Left  | Thru | Right | U | Left                 | Thru | Right | U | Left                 | Thru | Right | U |       |               |
| 10:20 AM                        | 0   | 0    | 0     | 0 | 1   | 0    | 0     | 0 | 0                    | 2    | 0     | 0 | 0                    | 4    | 0     | 0 | 7     | 48            |
| 10:25 AM                        | 0   | 0    | 1     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 2     | 46            |
| 10:30 AM                        | 0   | 0    | 1     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 3    | 0     | 0 | 5     | 50            |
| 10:35 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 1                    | 2    | 0     | 0 | 4     | 50            |
| 10:40 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 1                    | 2    | 0     | 0 | 4     | 51            |
| 10:45 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 2    | 0     | 0 | 0                    | 1    | 1     | 0 | 4     | 49            |
| 10:50 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 2                    | 1    | 0     | 0 | 0                    | 4    | 0     | 0 | 7     | 52            |
| 10:55 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 1                    | 3    | 1     | 0 | 0                    | 1    | 0     | 0 | 6     | 53            |
| 11:00 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 2    | 0     | 0 | 0                    | 5    | 0     | 0 | 7     | 57            |
| 11:05 AM                        | 1   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 4    | 0     | 0 | 0                    | 2    | 0     | 0 | 7     | 59            |
| 11:10 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 0                    | 2    | 1     | 0 | 0                    | 3    | 0     | 0 | 7     | 62            |
| 11:15 AM                        | 0   | 0    | 1     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 2    | 0     | 0 | 4     | 64            |
| 11:20 AM                        | 1   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 3    | 1     | 0 | 0                    | 3    | 0     | 0 | 8     | 65            |
| 11:25 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0                    | 2    | 0     | 0 | 3     | 66            |
| 11:30 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 1                    | 0    | 0     | 0 | 0                    | 2    | 0     | 0 | 3     | 64            |
| 11:35 AM                        | 1   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 3    | 0     | 0 | 0                    | 2    | 0     | 0 | 6     | 66            |
| 11:40 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 4    | 0     | 0 | 0                    | 3    | 0     | 0 | 7     | 69            |
| 11:45 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 2    | 0     | 0 | 0                    | 3    | 0     | 0 | 5     | 70            |
| 11:50 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 1                    | 1    | 0     | 0 | 0                    | 1    | 1     | 0 | 4     | 67            |
| 11:55 AM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0                    | 5    | 0     | 0 | 6     | 67            |
| 12:00 PM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 1                    | 3    | 0     | 0 | 1                    | 4    | 0     | 0 | 9     | 69            |
| 12:05 PM                        | 1   | 0    | 0     | 0 | 1   | 0    | 2     | 0 | 1                    | 1    | 1     | 0 | 0                    | 3    | 0     | 0 | 10    | 72            |
| 12:10 PM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0                    | 3    | 0     | 0 | 4     | 69            |
| 12:15 PM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 3    | 0     | 0 | 4     | 69            |
| 12:20 PM                        | 0   | 0    | 1     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0                    | 1    | 1     | 0 | 4     | 65            |
| 12:25 PM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 3    | 0     | 0 | 0                    | 2    | 0     | 0 | 5     | 67            |
| 12:30 PM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 3    | 0     | 0 | 0                    | 3    | 0     | 0 | 6     | 70            |
| 12:35 PM                        | 0   | 0    | 1     | 0 | 0   | 0    | 0     | 0 | 1                    | 0    | 1     | 0 | 1                    | 1    | 0     | 0 | 5     | 69            |
| 12:40 PM                        | 1   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 6    | 0     | 0 | 0                    | 1    | 0     | 0 | 8     | 70            |
| 12:45 PM                        | 1   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 1                    | 2    | 0     | 0 | 0                    | 2    | 0     | 0 | 6     | 71            |
| 12:50 PM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0                    | 4    | 0     | 0 | 5     | 72            |
| 12:55 PM                        | 0   | 0    | 1     | 0 | 0   | 0    | 0     | 0 | 0                    | 4    | 1     | 0 | 0                    | 1    | 1     | 0 | 8     | 74            |
| 1:00 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 0                    | 1    | 0     | 0 | 0                    | 3    | 0     | 0 | 5     | 70            |
| 1:05 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 1     | 61            |
| 1:10 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 3    | 1     | 0 | 4     | 61            |
| 1:15 PM                         | 0   | 0    | 0     | 0 | 1   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 3    | 0     | 0 | 4     | 61            |
| 1:20 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 2    | 1     | 0 | 0                    | 1    | 0     | 0 | 4     | 61            |
| 1:25 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 1                    | 1    | 0     | 0 | 0                    | 2    | 0     | 0 | 4     | 60            |
| 1:30 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 1     | 55            |
| 1:35 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 2                    | 2    | 2     | 0 | 0                    | 2    | 0     | 0 | 8     | 58            |
| 1:40 PM                         | 2   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 0                    | 1    | 1     | 0 | 0                    | 2    | 0     | 0 | 7     | 57            |
| 1:45 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 3    | 0     | 0 | 2                    | 1    | 0     | 0 | 6     | 57            |
| 1:50 PM                         | 1   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 1                    | 2    | 1     | 0 | 5     | 57            |
| 1:55 PM                         | 1   | 0    | 0     | 0 | 1   | 0    | 2     | 0 | 0                    | 3    | 0     | 0 | 0                    | 2    | 0     | 0 | 9     | 58            |
| 2:00 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0                    | 5    | 0     | 0 | 6     | 59            |
| 2:05 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 2     | 0 | 0                    | 2    | 0     | 0 | 0                    | 3    | 0     | 0 | 7     | 65            |
| 2:10 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 5    | 0     | 0 | 0                    | 4    | 0     | 0 | 9     | 70            |
| 2:15 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 1                    | 5    | 2     | 0 | 0                    | 4    | 0     | 0 | 13    | 79            |
| 2:20 PM                         | 3   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 2    | 0     | 0 | 1                    | 3    | 0     | 0 | 9     | 84            |
| 2:25 PM                         | 1   | 0    | 1     | 0 | 0   | 0    | 0     | 0 | 2                    | 3    | 1     | 0 | 1                    | 4    | 0     | 0 | 13    | 93            |
| 2:30 PM                         | 0   | 0    | 3     | 0 | 0   | 0    | 1     | 0 | 0                    | 1    | 0     | 0 | 0                    | 7    | 0     | 0 | 12    | 104           |
| 2:35 PM                         | 1   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 2                    | 1    | 2     | 0 | 0                    | 2    | 0     | 0 | 9     | 105           |
| 2:40 PM                         | 3   | 0    | 0     | 0 | 1   | 0    | 0     | 0 | 2                    | 2    | 2     | 0 | 0                    | 0    | 0     | 0 | 10    | 108           |
| 2:45 PM                         | 0   | 0    | 1     | 0 | 0   | 0    | 1     | 0 | 0                    | 1    | 0     | 0 | 0                    | 4    | 0     | 0 | 7     | 109           |
| 2:50 PM                         | 0   | 0    | 1     | 0 | 1   | 0    | 0     | 0 | 0                    | 4    | 1     | 0 | 0                    | 1    | 0     | 0 | 8     | 112           |
| 2:55 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 1                    | 4    | 0     | 0 | 0                    | 4    | 0     | 0 | 9     | 112           |
| 3:00 PM                         | 0   | 0    | 0     | 0 | 1   | 0    | 0     | 0 | 2                    | 4    | 0     | 0 | 0                    | 3    | 1     | 0 | 11    | 117           |
| 3:05 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 2    | 1     | 0 | 0                    | 6    | 0     | 0 | 9     | 119           |
| 3:10 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 0                    | 1    | 0     | 0 | 0                    | 1    | 0     | 0 | 3     | 113           |
| 3:15 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 1                    | 1    | 1     | 0 | 0                    | 0    | 0     | 0 | 3     | 103           |
| 3:20 PM                         | 1   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 2    | 0     | 0 | 0                    | 2    | 0     | 0 | 5     | 99            |
| 3:25 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 2    | 1     | 0 | 0                    | 0    | 0     | 0 | 3     | 89            |
| 3:30 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 4    | 0     | 0 | 0                    | 0    | 0     | 0 | 4     | 81            |
| 3:35 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 3    | 0     | 0 | 0                    | 0    | 0     | 0 | 3     | 75            |
| 3:40 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 2    | 0     | 0 | 0                    | 5    | 0     | 0 | 7     | 72            |
| 3:45 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 2                    | 4    | 0     | 0 | 0                    | 3    | 1     | 0 | 11    | 76            |
| 3:50 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 0                    | 2    | 1     | 0 | 0                    | 1    | 0     | 0 | 5     | 73            |
| 3:55 PM                         | 1   | 0    | 1     | 0 | 0   | 0    | 1     | 0 | 0                    | 3    | 0     | 0 | 1                    | 1    | 0     | 0 | 8     | 72            |
| 4:00 PM                         | 0   | 0    | 2     | 0 | 0   | 0    | 0     | 0 | 0                    | 2    | 1     | 0 | 1                    | 1    | 0     | 0 | 7     | 68            |
| 4:05 PM                         | 0   | 0    | 1     | 0 | 0   | 0    | 0     | 0 | 0                    | 2    | 0     | 0 | 0                    | 3    | 0     | 0 | 6     | 65            |
| 4:10 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0                    | 2    | 0     | 0 | 3     | 65            |
| 4:15 PM                         | 1   | 1    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0                    | 2    | 0     | 0 | 5     | 67            |
| 4:20 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0                    | 2    | 0     | 0 | 3     | 65            |
| 4:25 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 1                    | 1    | 1     | 0 | 4     | 66            |
| 4:30 PM                         | 0   | 0    | 1     | 0 | 0   | 0    | 1     | 0 | 0                    | 1    | 0     | 0 | 0                    | 4    | 0     | 0 | 7     | 69            |
| 4:35 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 4    | 0     | 0 | 4     | 70            |
| 4:40 PM                         | 0   | 0    | 1     | 0 | 0   | 0    | 0     | 0 | 0                    | 2    | 0     | 0 | 1                    | 3    | 0     | 0 | 7     | 70            |
| 4:45 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 2    | 0     | 0 | 1                    | 0    | 0     | 0 | 3     | 62            |
| 4:50 PM                         | 0   | 0    | 1     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 2     | 59            |
| 4:55 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 3    | 0     | 0 | 0                    | 0    | 2     | 0 | 5     | 56            |
| 5:00 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 2    | 0     | 0 | 0                    | 7    | 0     | 0 | 9     | 58            |
| 5:05 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 0                    | 3    | 1     | 0 | 5     | 57            |
| 5:10 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 2    | 0     | 0 | 0                    | 2    | 0     | 0 | 4     | 58            |
| 5:15 PM                         | 0   | 1    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 4    | 0     | 0 | 0                    | 2    | 0     | 0 | 7     | 60            |
| 5:20 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 4    | 1     | 0 | 0                    | 2    | 0     | 0 | 7     | 64            |
| 5:25 PM                         | 0   | 0    | 1     | 0 | 0   | 0    | 0     | 0 | 0                    | 2    | 0     | 0 | 0                    | 1    | 0     | 0 | 4     | 64            |
| 5:30 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 1                    | 2    | 0     | 0 | 0                    | 2    | 0     | 0 | 5     | 62            |

| 5-Min Count Period Beginning At | 3 - Robinson Rancheria Casino Driveway 2 (Northbound) |      |       |   | 3 - Robinson Rancheria Casino Driveway 2 (Southbound) |      |       |   | Pomo Way (Eastbound) |      |       |   | Pomo Way (Westbound) |      |       |   | Total | Hourly Totals |
|---------------------------------|---|------|-------|---|---|------|-------|---|----------------------|------|-------|---|----------------------|------|-------|---|-------|---------------|
|                                 | Left  | Thru | Right | U | Left  | Thru | Right | U | Left                 | Thru | Right | U | Left                 | Thru | Right | U |       |               |
| 5:35 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 2    | 0     | 0 | 0                    | 2    | 0     | 0 | 4     | 62            |
| 5:40 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 1                    | 2    | 0     | 0 | 0                    | 4    | 0     | 0 | 7     | 62            |
| 5:45 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 1                    | 3    | 0     | 0 | 0                    | 0    | 0     | 0 | 4     | 63            |
| 5:50 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 3    | 0     | 0 | 3     | 64            |
| 5:55 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 1                    | 5    | 0     | 0 | 0                    | 3    | 2     | 0 | 12    | 71            |
| 6:00 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 1                    | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 3     | 65            |
| 6:05 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 2    | 0     | 0 | 0                    | 3    | 0     | 0 | 5     | 65            |
| 6:10 PM                         | 0   | 0    | 1     | 0 | 0   | 0    | 0     | 0 | 0                    | 4    | 0     | 0 | 0                    | 3    | 0     | 0 | 8     | 69            |
| 6:15 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 1     | 63            |
| 6:20 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 0                    | 1    | 0     | 0 | 0                    | 4    | 0     | 0 | 6     | 62            |
| 6:25 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0                    | 1    | 0     | 0 | 2     | 60            |
| 6:30 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 1     | 56            |
| 6:35 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 1     | 53            |
| 6:40 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 1                    | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 2     | 48            |
| 6:45 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 3    | 0     | 0 | 0                    | 1    | 0     | 0 | 4     | 48            |
| 6:50 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 0                    | 2    | 0     | 0 | 3     | 48            |
| 6:55 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 2    | 0     | 0 | 0                    | 3    | 0     | 0 | 5     | 41            |
| 7:00 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 2    | 0     | 0 | 0                    | 0    | 0     | 0 | 2     | 40            |
| 7:05 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 6    | 0     | 0 | 0                    | 3    | 0     | 0 | 9     | 44            |
| 7:10 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0                    | 4    | 0     | 0 | 5     | 41            |
| 7:15 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 1                    | 2    | 0     | 0 | 0                    | 1    | 1     | 0 | 5     | 45            |
| 7:20 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 0                    | 2    | 0     | 0 | 3     | 42            |
| 7:25 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 1                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 1     | 41            |
| 7:30 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 2    | 0     | 0 | 0                    | 0    | 0     | 0 | 2     | 42            |
| 7:35 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0                    | 1    | 0     | 0 | 2     | 43            |
| 7:40 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 2    | 0     | 0 | 0                    | 2    | 0     | 0 | 4     | 45            |
| 7:45 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0                    | 2    | 0     | 0 | 3     | 44            |
| 7:50 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 2    | 0     | 0 | 0                    | 1    | 0     | 0 | 3     | 44            |
| 7:55 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 1     | 40            |
| 8:00 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0                    | 1    | 0     | 0 | 2     | 40            |
| 8:05 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 1     | 32            |
| 8:10 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 3    | 0     | 0 | 0                    | 0    | 0     | 0 | 3     | 30            |
| 8:15 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0                    | 1    | 0     | 0 | 2     | 27            |
| 8:20 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 0                    | 1    | 0     | 0 | 0                    | 7    | 0     | 0 | 9     | 33            |
| 8:25 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0                    | 1    | 1     | 0 | 3     | 35            |
| 8:30 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 3    | 0     | 0 | 0                    | 0    | 0     | 0 | 3     | 36            |
| 8:35 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0                    | 2    | 0     | 0 | 3     | 37            |
| 8:40 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 2    | 0     | 0 | 0                    | 0    | 0     | 0 | 2     | 35            |
| 8:45 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 2    | 0     | 0 | 0                    | 2    | 0     | 0 | 4     | 36            |
| 8:50 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 2    | 0     | 0 | 0                    | 1    | 0     | 0 | 3     | 36            |
| 8:55 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 35            |
| 9:00 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 3    | 0     | 0 | 0                    | 1    | 0     | 0 | 4     | 37            |
| 9:05 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 1     | 37            |
| 9:10 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0                    | 1    | 0     | 0 | 2     | 36            |
| 9:15 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 2    | 0     | 0 | 0                    | 1    | 0     | 0 | 3     | 37            |
| 9:20 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 0                    | 4    | 0     | 0 | 0                    | 1    | 0     | 0 | 6     | 34            |
| 9:25 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0                    | 4    | 0     | 0 | 5     | 36            |
| 9:30 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 2    | 0     | 0 | 0                    | 1    | 5     | 0 | 8     | 41            |
| 9:35 PM                         | 0   | 0    | 1     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 1    | 2     | 0 | 4     | 42            |
| 9:40 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 1     | 41            |
| 9:45 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0                    | 1    | 1     | 0 | 3     | 40            |
| 9:50 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 2                    | 3    | 0     | 0 | 0                    | 0    | 0     | 0 | 5     | 42            |
| 9:55 PM                         | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 1     | 43            |
| 10:00 PM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 1                    | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 2     | 41            |
| 10:05 PM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0                    | 2    | 1     | 0 | 4     | 44            |
| 10:10 PM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 2    | 0     | 0 | 0                    | 1    | 0     | 0 | 3     | 45            |
| 10:15 PM                        | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 0                    | 3    | 0     | 0 | 0                    | 2    | 0     | 0 | 6     | 48            |
| 10:20 PM                        | 1   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0                    | 1    | 0     | 0 | 3     | 45            |
| 10:25 PM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 2    | 0     | 0 | 0                    | 2    | 0     | 0 | 4     | 44            |
| 10:30 PM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 1     | 37            |
| 10:35 PM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 1     | 34            |
| 10:40 PM                        | 1   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 0                    | 1    | 0     | 0 | 0                    | 2    | 0     | 0 | 5     | 38            |
| 10:45 PM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 1     | 36            |
| 10:50 PM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 1     | 32            |
| 10:55 PM                        | 0   | 0    | 0     | 0 | 1   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 2     | 33            |
| 11:00 PM                        | 0   | 0    | 1     | 0 | 0   | 0    | 1     | 0 | 3                    | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 6     | 37            |
| 11:05 PM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 1                    | 4    | 0     | 0 | 0                    | 0    | 0     | 0 | 5     | 38            |
| 11:10 PM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0                    | 1    | 0     | 0 | 2     | 37            |
| 11:15 PM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0                    | 1    | 0     | 0 | 2     | 33            |
| 11:20 PM                        | 0   | 0    | 0     | 0 | 1   | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0                    | 2    | 0     | 0 | 4     | 34            |
| 11:25 PM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 30            |
| 11:30 PM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 2     | 0 | 0                    | 0    | 0     | 0 | 3     | 32            |
| 11:35 PM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 2    | 0     | 0 | 0                    | 1    | 0     | 0 | 3     | 34            |
| 11:40 PM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 29            |
| 11:45 PM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 1                    | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 2     | 30            |
| 11:50 PM                        | 0   | 0    | 0     | 0 | 0   | 0    | 1     | 0 | 1                    | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 3     | 32            |
| 11:55 PM                        | 0   | 0    | 0     | 0 | 0   | 0    | 0     | 0 | 0                    | 1    | 0     | 0 | 0                    | 1    | 0     | 0 | 2     | 32            |
| 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                    | 16  | 0    | 4     | 0 | 0   | 0    | 4     | 0 | 12                   | 40   | 12    | 0 | 8                    | 44   | 0     | 0 | 140   |               |
| Heavy Trucks                    | 4   | 0    | 0     |   | 0   | 0    | 0     |   | 0                    | 0    | 4     |   | 0                    | 0    | 0     |   | 8     |               |
| Buses                           |   |      |       |   |   |      |       |   |                      |      |       |   |                      |      |       |   |       |               |
| Pedestrians                     |   | 0    |       |   |   | 0    |       |   |                      | 0    |       |   |                      | 0    |       |   | 0     |               |
| Bicycles                        | 0   | 0    | 0     |   | 0   | 0    | 0     |   | 0                    | 0    | 0     |   | 0                    | 0    | 0     |   | 0     |               |
| Scooters                        |   |      |       |   |   |      |       |   |                      |      |       |   |                      |      |       |   |       |               |

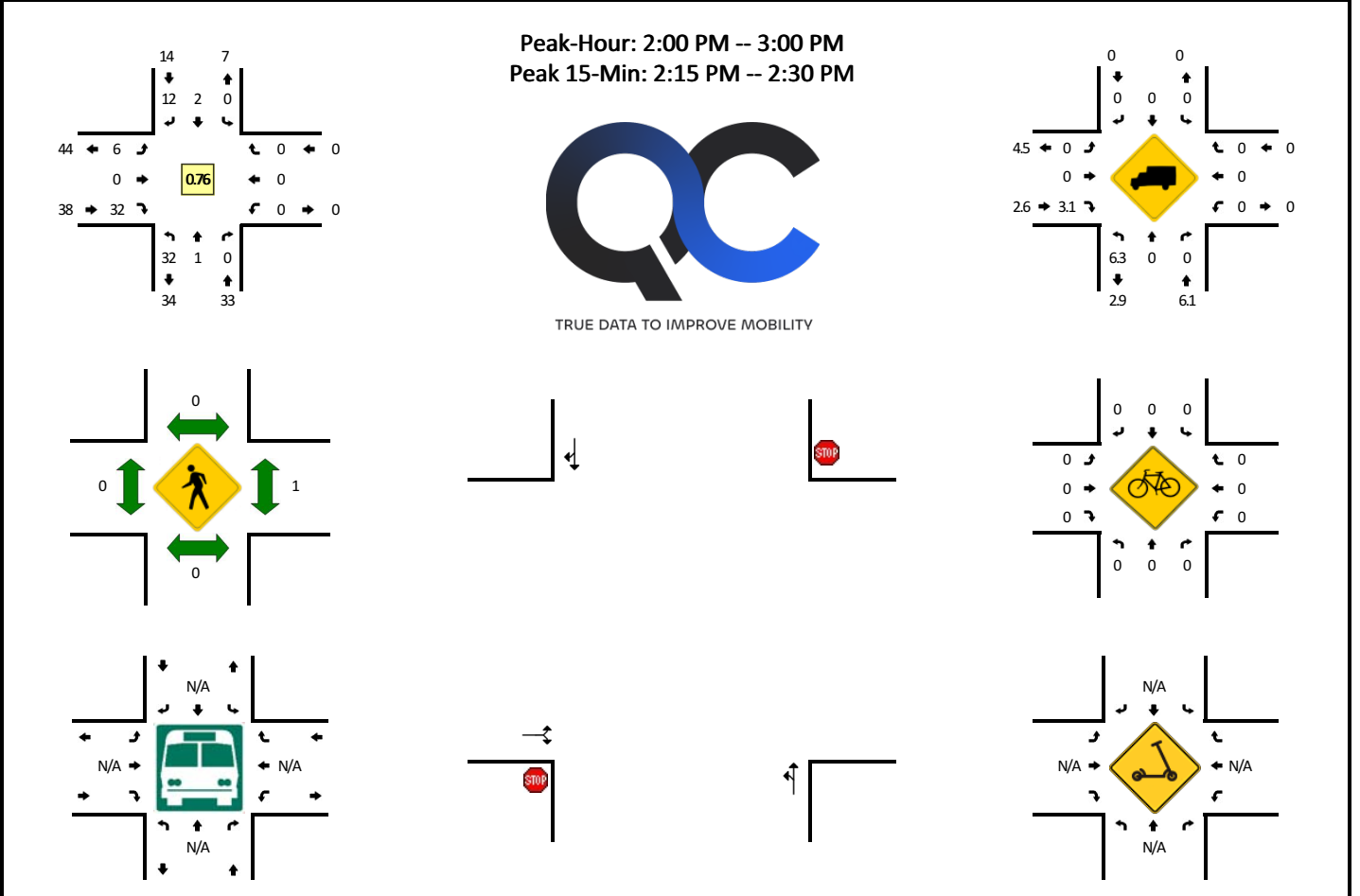
*Comments:*

Report generated on 8/29/2025 4:08 PM

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

**LOCATION:** 4 - Acorn Dr -- Pomo Way  
**CITY/STATE:** Lake, CA

**QC JOB #:** 17073004  
**DATE:** Fri, Aug 22 2025



| 5-Min Count Period Beginning At | 4 - Acorn Dr (Northbound) |      |       |   | 4 - Acorn Dr (Southbound) |      |       |   | Pomo Way (Eastbound) |      |       |   | Pomo Way (Westbound) |      |       |   | Total | Hourly Totals |
|---------------------------------|---------------------------|------|-------|---|---------------------------|------|-------|---|----------------------|------|-------|---|----------------------|------|-------|---|-------|---------------|
|                                 | Left                      | Thru | Right | U | Left                      | Thru | Right | U | Left                 | Thru | Right | U | Left                 | Thru | Right | U |       |               |
| 12:00 AM                        | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 12:05 AM                        | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 1    | 0     | 1 | 0                    | 0    | 0     | 0 | 0     | 2             |
| 12:10 AM                        | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 1             |
| 12:15 AM                        | 0                         | 0    | 0     | 0 | 0                         | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 1             |
| 12:20 AM                        | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 12:25 AM                        | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 12:30 AM                        | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 12:35 AM                        | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 1 | 0                    | 0    | 0     | 0 | 0     | 2             |
| 12:40 AM                        | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 12:45 AM                        | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 12:50 AM                        | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 1 | 0                    | 0    | 0     | 0 | 0     | 1             |
| 12:55 AM                        | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 1 | 0                    | 0    | 0     | 0 | 0     | 1             |
| 1:00 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 1 | 0                    | 0    | 0     | 0 | 0     | 1             |
| 1:05 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 1:10 AM                         | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 1             |
| 1:15 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 1:20 AM                         | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 1 | 0                    | 0    | 0     | 0 | 0     | 2             |
| 1:25 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 1:30 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 1:35 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 1:40 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 1:45 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 1:50 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 1:55 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 2:00 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 2:05 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 2:10 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 2:15 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 2:20 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 2:25 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 2:30 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 2:35 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 2:40 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 2:45 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 2:50 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 2:55 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 3:00 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 3:05 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |

| 5-Min Count Period Beginning At | 4 - Acorn Dr (Northbound) |      |       |   | 4 - Acorn Dr (Southbound) |      |       |   | Pomo Way (Eastbound) |      |       |   | Pomo Way (Westbound) |      |       |   | Total | Hourly Totals |
|---------------------------------|---------------------------|------|-------|---|---------------------------|------|-------|---|----------------------|------|-------|---|----------------------|------|-------|---|-------|---------------|
|                                 | Left                      | Thru | Right | U | Left                      | Thru | Right | U | Left                 | Thru | Right | U | Left                 | Thru | Right | U |       |               |
| 3:10 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 3:15 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 3:20 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 3:25 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 3:30 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 3:35 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 3:40 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 3:45 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 3:50 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 3:55 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 4:00 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 4:05 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 4:10 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 4:15 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 4:20 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 4:25 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 4:30 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 4:35 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 4:40 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 0             |
| 4:45 AM                         | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 1     | 1             |
| 4:50 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 1             |
| 4:55 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 1             |
| 5:00 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 1             |
| 5:05 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 1             |
| 5:10 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 1             |
| 5:15 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 1             |
| 5:20 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 1             |
| 5:25 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 1             |
| 5:30 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 1             |
| 5:35 AM                         | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 1     | 2             |
| 5:40 AM                         | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 1 | 0                    | 0    | 0     | 0 | 2     | 4             |
| 5:45 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 3             |
| 5:50 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 3             |
| 5:55 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 3             |
| 6:00 AM                         | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 1     | 4             |
| 6:05 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 4             |
| 6:10 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 4             |
| 6:15 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 4             |
| 6:20 AM                         | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 1     | 5             |
| 6:25 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 5             |
| 6:30 AM                         | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 1     | 6             |
| 6:35 AM                         | 1                         | 1    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 2 | 0                    | 0    | 0     | 0 | 4     | 9             |
| 6:40 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 7             |
| 6:45 AM                         | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 1     | 8             |
| 6:50 AM                         | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 1 | 0                    | 0    | 0     | 0 | 2     | 10            |
| 6:55 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 10            |
| 7:00 AM                         | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 1     | 10            |
| 7:05 AM                         | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 1 | 0                    | 0    | 0     | 0 | 2     | 12            |
| 7:10 AM                         | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 2 | 0                    | 0    | 0     | 0 | 3     | 15            |
| 7:15 AM                         | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 1                    | 0    | 0     | 1 | 0                    | 0    | 0     | 0 | 3     | 18            |
| 7:20 AM                         | 2                         | 1    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 3     | 20            |
| 7:25 AM                         | 2                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 1                    | 0    | 0     | 2 | 0                    | 0    | 0     | 0 | 5     | 25            |
| 7:30 AM                         | 2                         | 1    | 0     | 0 | 0                         | 0    | 0     | 1 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 4     | 28            |
| 7:35 AM                         | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 1                    | 0    | 0     | 3 | 0                    | 0    | 0     | 0 | 5     | 29            |
| 7:40 AM                         | 3                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 4 | 0                    | 0    | 0     | 0 | 7     | 36            |
| 7:45 AM                         | 4                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 2 | 0                    | 0    | 0     | 0 | 6     | 41            |
| 7:50 AM                         | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 1 | 0                    | 0    | 0     | 0 | 2     | 41            |
| 7:55 AM                         | 6                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 4 | 0                    | 0    | 0     | 0 | 10    | 51            |
| 8:00 AM                         | 4                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 1                    | 0    | 0     | 3 | 0                    | 0    | 0     | 0 | 8     | 58            |
| 8:05 AM                         | 3                         | 1    | 0     | 0 | 0                         | 0    | 0     | 1 | 0                    | 1    | 0     | 3 | 0                    | 0    | 0     | 0 | 9     | 65            |
| 8:10 AM                         | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 1 | 0                    | 0    | 0     | 0 | 2     | 64            |
| 8:15 AM                         | 2                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 3 | 0                    | 0    | 0     | 0 | 5     | 66            |
| 8:20 AM                         | 3                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 1 | 0                    | 0    | 0     | 0 | 4     | 67            |
| 8:25 AM                         | 2                         | 0    | 0     | 0 | 0                         | 0    | 2     | 0 | 2                    | 0    | 0     | 4 | 0                    | 0    | 0     | 0 | 10    | 72            |
| 8:30 AM                         | 2                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 2     | 70            |
| 8:35 AM                         | 1                         | 0    | 0     | 0 | 0                         | 1    | 2     | 0 | 0                    | 0    | 0     | 1 | 0                    | 0    | 0     | 0 | 5     | 70            |
| 8:40 AM                         | 2                         | 0    | 0     | 0 | 0                         | 1    | 0     | 0 | 0                    | 0    | 0     | 2 | 0                    | 0    | 0     | 0 | 5     | 68            |
| 8:45 AM                         | 1                         | 0    | 0     | 0 | 0                         | 0    | 3     | 0 | 0                    | 0    | 0     | 1 | 0                    | 0    | 0     | 0 | 5     | 67            |
| 8:50 AM                         | 1                         | 1    | 0     | 0 | 0                         | 0    | 2     | 0 | 0                    | 0    | 0     | 1 | 0                    | 0    | 0     | 0 | 5     | 70            |
| 8:55 AM                         | 2                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 2 | 0                    | 0    | 0     | 0 | 4     | 64            |
| 9:00 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 3 | 0                    | 0    | 0     | 0 | 3     | 59            |
| 9:05 AM                         | 5                         | 0    | 0     | 0 | 0                         | 0    | 3     | 0 | 0                    | 0    | 0     | 1 | 0                    | 0    | 0     | 0 | 9     | 59            |
| 9:10 AM                         | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 1     | 58            |
| 9:15 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 1 | 0                    | 0    | 0     | 0 | 1     | 54            |
| 9:20 AM                         | 1                         | 0    | 0     | 0 | 0                         | 1    | 2     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 4     | 54            |
| 9:25 AM                         | 2                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 2 | 0                    | 0    | 0     | 0 | 4     | 48            |
| 9:30 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 46            |
| 9:35 AM                         | 1                         | 1    | 0     | 0 | 0                         | 0    | 1     | 0 | 0                    | 0    | 0     | 1 | 0                    | 0    | 0     | 0 | 4     | 45            |
| 9:40 AM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 1     | 0 | 1                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 2     | 42            |
| 9:45 AM                         | 4                         | 2    | 0     | 0 | 0                         | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 7     | 44            |
| 9:50 AM                         | 2                         | 1    | 0     | 0 | 0                         | 0    | 1     | 0 | 0                    | 0    | 0     | 1 | 0                    | 0    | 0     | 0 | 5     | 44            |
| 9:55 AM                         | 1                         | 0    | 0     | 0 | 0                         | 1    | 1     | 0 | 0                    | 0    | 0     | 2 | 0                    | 0    | 0     | 0 | 5     | 45            |
| 10:00 AM                        | 1                         | 0    | 0     | 0 | 0                         | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 2     | 44            |
| 10:05 AM                        | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 1                    | 0    | 0     | 2 | 0                    | 0    | 0     | 0 | 4     | 39            |
| 10:10 AM                        | 0                         | 0    | 0     | 0 | 0                         | 0    | 2     | 0 | 1                    | 0    | 0     | 1 | 0                    | 0    | 0     | 0 | 4     | 42            |
| 10:15 AM                        | 2                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 1 | 0                    | 0    | 0     | 0 | 3     | 44            |
| 10:20 AM                        | 1                         | 0    | 0     | 0 | 0                         | 1    | 3     | 0 | 1                    | 0    | 0     | 1 | 0                    | 0    | 0     | 0 | 7     | 47            |
| 10:25 AM                        | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 2 | 0                    | 0    | 0     | 0 | 3     | 46            |
| 10:30 AM                        | 1                         | 0    | 0     | 0 | 0                         | 0    | 2     | 0 | 0                    | 0    | 0     | 1 | 0                    | 0    | 0     | 0 | 4     | 50            |

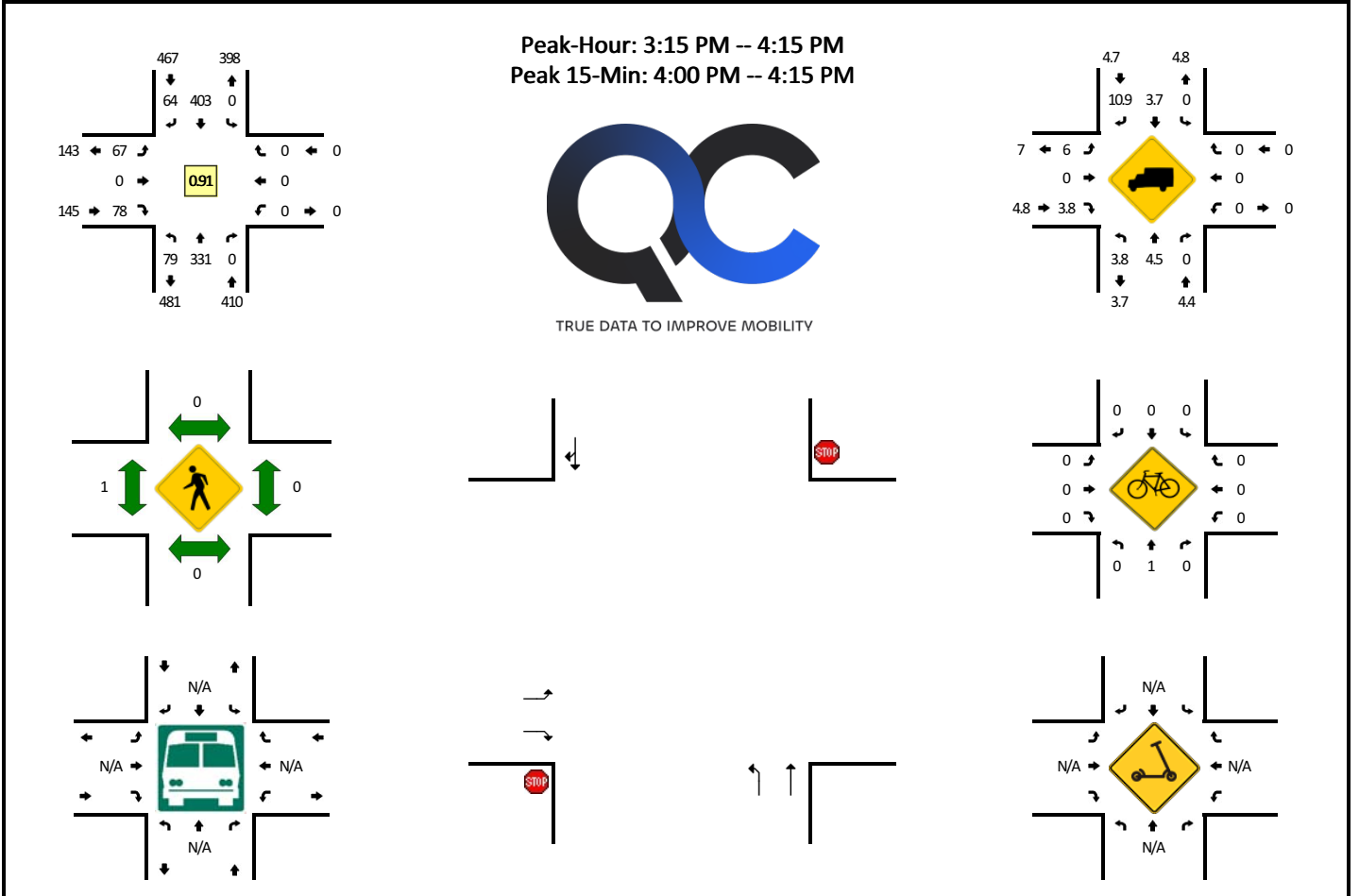
| 5-Min Count<br>Period<br>Beginning At | 4 - Acorn Dr<br>(Northbound) |      |       |   | 4 - Acorn Dr<br>(Southbound) |      |       |   | Pomo Way<br>(Eastbound) |      |       |   | Pomo Way<br>(Westbound) |      |       |   | Total | Hourly<br>Totals |
|---------------------------------------|------------------------------|------|-------|---|------------------------------|------|-------|---|-------------------------|------|-------|---|-------------------------|------|-------|---|-------|------------------|
|                                       | Left                         | Thru | Right | U | Left                         | Thru | Right | U | Left                    | Thru | Right | U | Left                    | Thru | Right | U |       |                  |
| 10:35 AM                              | 1                            | 0    | 0     | 0 | 0                            | 1    | 2     | 0 | 0                       | 0    | 1     | 0 | 0                       | 0    | 0     | 0 | 5     | 51               |
| 10:40 AM                              | 2                            | 1    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                       | 0    | 1     | 0 | 0                       | 0    | 0     | 0 | 5     | 53               |
| 10:45 AM                              | 3                            | 0    | 0     | 0 | 0                            | 0    | 1     | 0 | 0                       | 0    | 2     | 0 | 0                       | 0    | 0     | 0 | 6     | 52               |
| 10:50 AM                              | 0                            | 0    | 0     | 0 | 0                            | 0    | 2     | 0 | 0                       | 0    | 1     | 0 | 0                       | 0    | 0     | 0 | 3     | 50               |
| 10:55 AM                              | 0                            | 0    | 0     | 0 | 0                            | 0    | 3     | 0 | 1                       | 0    | 2     | 0 | 0                       | 0    | 0     | 0 | 6     | 51               |
| 11:00 AM                              | 3                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                       | 0    | 2     | 0 | 0                       | 0    | 0     | 0 | 5     | 54               |
| 11:05 AM                              | 1                            | 0    | 0     | 0 | 0                            | 0    | 2     | 0 | 1                       | 0    | 3     | 0 | 0                       | 0    | 0     | 0 | 7     | 57               |
| 11:10 AM                              | 2                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 1                       | 0    | 2     | 0 | 0                       | 0    | 0     | 0 | 5     | 58               |
| 11:15 AM                              | 2                            | 0    | 0     | 0 | 0                            | 0    | 1     | 0 | 0                       | 0    | 0     | 0 | 0                       | 0    | 0     | 0 | 3     | 58               |
| 11:20 AM                              | 2                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                       | 0    | 3     | 0 | 0                       | 0    | 0     | 0 | 5     | 56               |
| 11:25 AM                              | 2                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                       | 0    | 1     | 0 | 0                       | 0    | 0     | 0 | 3     | 56               |
| 11:30 AM                              | 0                            | 0    | 0     | 0 | 0                            | 0    | 2     | 0 | 0                       | 0    | 1     | 0 | 0                       | 0    | 0     | 0 | 3     | 55               |
| 11:35 AM                              | 2                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                       | 0    | 2     | 0 | 0                       | 0    | 0     | 0 | 4     | 54               |
| 11:40 AM                              | 1                            | 0    | 0     | 0 | 0                            | 0    | 1     | 0 | 1                       | 0    | 2     | 0 | 0                       | 0    | 0     | 0 | 5     | 55               |
| 11:45 AM                              | 2                            | 0    | 0     | 0 | 0                            | 0    | 1     | 0 | 0                       | 0    | 2     | 0 | 0                       | 0    | 0     | 0 | 5     | 54               |
| 11:50 AM                              | 0                            | 0    | 0     | 0 | 0                            | 2    | 2     | 0 | 0                       | 0    | 1     | 0 | 0                       | 0    | 0     | 0 | 5     | 56               |
| 11:55 AM                              | 5                            | 0    | 0     | 0 | 0                            | 0    | 1     | 0 | 0                       | 0    | 1     | 0 | 0                       | 0    | 0     | 0 | 7     | 57               |
| 12:00 PM                              | 4                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                       | 0    | 3     | 0 | 0                       | 0    | 0     | 0 | 7     | 59               |
| 12:05 PM                              | 4                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                       | 0    | 3     | 0 | 0                       | 0    | 0     | 0 | 7     | 59               |
| 12:10 PM                              | 2                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                       | 0    | 1     | 0 | 0                       | 0    | 0     | 0 | 3     | 57               |
| 12:15 PM                              | 3                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                       | 0    | 0     | 0 | 0                       | 0    | 0     | 0 | 3     | 57               |
| 12:20 PM                              | 2                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 1                       | 0    | 2     | 0 | 0                       | 0    | 0     | 0 | 5     | 57               |
| 12:25 PM                              | 3                            | 2    | 0     | 0 | 0                            | 0    | 0     | 0 | 1                       | 0    | 1     | 0 | 0                       | 0    | 0     | 0 | 7     | 61               |
| 12:30 PM                              | 2                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 1                       | 0    | 2     | 0 | 0                       | 0    | 0     | 0 | 5     | 63               |
| 12:35 PM                              | 2                            | 0    | 0     | 0 | 0                            | 1    | 0     | 0 | 0                       | 0    | 1     | 0 | 0                       | 0    | 0     | 0 | 4     | 63               |
| 12:40 PM                              | 1                            | 1    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                       | 0    | 7     | 0 | 0                       | 0    | 0     | 0 | 9     | 67               |
| 12:45 PM                              | 1                            | 0    | 0     | 0 | 0                            | 0    | 2     | 0 | 0                       | 0    | 1     | 0 | 0                       | 0    | 0     | 0 | 4     | 66               |
| 12:50 PM                              | 2                            | 0    | 0     | 0 | 0                            | 0    | 1     | 0 | 0                       | 0    | 1     | 0 | 0                       | 0    | 0     | 0 | 4     | 65               |
| 12:55 PM                              | 0                            | 0    | 0     | 0 | 0                            | 0    | 2     | 0 | 0                       | 0    | 5     | 0 | 0                       | 0    | 0     | 0 | 7     | 65               |
| 1:00 PM                               | 1                            | 0    | 0     | 0 | 0                            | 0    | 2     | 0 | 0                       | 0    | 1     | 0 | 0                       | 0    | 0     | 0 | 4     | 62               |
| 1:05 PM                               | 0                            | 0    | 0     | 0 | 0                            | 0    | 1     | 0 | 0                       | 0    | 0     | 0 | 0                       | 0    | 0     | 0 | 1     | 56               |
| 1:10 PM                               | 2                            | 0    | 0     | 0 | 0                            | 0    | 2     | 0 | 0                       | 0    | 0     | 0 | 0                       | 0    | 0     | 0 | 4     | 57               |
| 1:15 PM                               | 3                            | 0    | 0     | 0 | 0                            | 0    | 1     | 0 | 0                       | 0    | 1     | 0 | 0                       | 0    | 0     | 0 | 5     | 59               |
| 1:20 PM                               | 0                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                       | 0    | 2     | 0 | 0                       | 0    | 0     | 0 | 2     | 56               |
| 1:25 PM                               | 1                            | 0    | 0     | 0 | 0                            | 0    | 1     | 0 | 0                       | 0    | 1     | 0 | 0                       | 0    | 0     | 0 | 3     | 52               |
| 1:30 PM                               | 0                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                       | 0    | 0     | 0 | 0                       | 0    | 0     | 0 | 0     | 47               |
| 1:35 PM                               | 1                            | 0    | 0     | 0 | 0                            | 0    | 1     | 0 | 1                       | 0    | 2     | 0 | 0                       | 0    | 0     | 0 | 5     | 48               |
| 1:40 PM                               | 2                            | 0    | 0     | 0 | 0                            | 1    | 0     | 0 | 0                       | 0    | 0     | 0 | 0                       | 0    | 0     | 0 | 3     | 42               |
| 1:45 PM                               | 1                            | 0    | 0     | 0 | 0                            | 0    | 2     | 0 | 0                       | 0    | 3     | 0 | 0                       | 0    | 0     | 0 | 6     | 44               |
| 1:50 PM                               | 4                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                       | 0    | 0     | 0 | 0                       | 0    | 0     | 0 | 4     | 44               |
| 1:55 PM                               | 2                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                       | 0    | 4     | 0 | 0                       | 0    | 0     | 0 | 6     | 43               |
| 2:00 PM                               | 4                            | 0    | 0     | 0 | 0                            | 0    | 2     | 0 | 0                       | 0    | 1     | 0 | 0                       | 0    | 0     | 0 | 7     | 46               |
| 2:05 PM                               | 3                            | 0    | 0     | 0 | 0                            | 0    | 1     | 0 | 1                       | 0    | 2     | 0 | 0                       | 0    | 0     | 0 | 7     | 52               |
| 2:10 PM                               | 1                            | 0    | 0     | 0 | 0                            | 0    | 1     | 0 | 1                       | 0    | 3     | 0 | 0                       | 0    | 0     | 0 | 6     | 54               |
| 2:15 PM                               | 4                            | 0    | 0     | 0 | 0                            | 0    | 1     | 0 | 0                       | 0    | 5     | 0 | 0                       | 0    | 0     | 0 | 10    | 59               |
| 2:20 PM                               | 3                            | 0    | 0     | 0 | 0                            | 1    | 0     | 0 | 0                       | 0    | 2     | 0 | 0                       | 0    | 0     | 0 | 6     | 63               |
| 2:25 PM                               | 7                            | 0    | 0     | 0 | 0                            | 0    | 1     | 0 | 1                       | 0    | 3     | 0 | 0                       | 0    | 0     | 0 | 12    | 72               |
| 2:30 PM                               | 1                            | 0    | 0     | 0 | 0                            | 0    | 2     | 0 | 0                       | 0    | 3     | 0 | 0                       | 0    | 0     | 0 | 6     | 78               |
| 2:35 PM                               | 2                            | 1    | 0     | 0 | 0                            | 0    | 0     | 0 | 1                       | 0    | 0     | 0 | 0                       | 0    | 0     | 0 | 4     | 77               |
| 2:40 PM                               | 0                            | 0    | 0     | 0 | 0                            | 1    | 1     | 0 | 1                       | 0    | 2     | 0 | 0                       | 0    | 0     | 0 | 5     | 79               |
| 2:45 PM                               | 1                            | 0    | 0     | 0 | 0                            | 0    | 2     | 0 | 0                       | 0    | 4     | 0 | 0                       | 0    | 0     | 0 | 7     | 80               |
| 2:50 PM                               | 0                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 1                       | 0    | 3     | 0 | 0                       | 0    | 0     | 0 | 4     | 80               |
| 2:55 PM                               | 6                            | 0    | 0     | 0 | 0                            | 0    | 1     | 0 | 0                       | 0    | 4     | 0 | 0                       | 0    | 0     | 0 | 11    | 85               |
| 3:00 PM                               | 1                            | 0    | 0     | 0 | 0                            | 0    | 0     | 1 | 2                       | 0    | 2     | 0 | 0                       | 0    | 0     | 0 | 6     | 84               |
| 3:05 PM                               | 5                            | 0    | 0     | 0 | 0                            | 0    | 1     | 0 | 0                       | 0    | 2     | 0 | 0                       | 0    | 0     | 0 | 8     | 85               |
| 3:10 PM                               | 0                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                       | 0    | 1     | 0 | 0                       | 0    | 0     | 0 | 1     | 80               |
| 3:15 PM                               | 0                            | 0    | 0     | 0 | 0                            | 1    | 0     | 0 | 0                       | 0    | 1     | 0 | 0                       | 0    | 0     | 0 | 2     | 72               |
| 3:20 PM                               | 2                            | 1    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                       | 0    | 2     | 0 | 0                       | 0    | 0     | 0 | 5     | 71               |
| 3:25 PM                               | 0                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                       | 0    | 3     | 0 | 0                       | 0    | 0     | 0 | 3     | 62               |
| 3:30 PM                               | 0                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                       | 0    | 4     | 0 | 0                       | 0    | 0     | 0 | 4     | 60               |
| 3:35 PM                               | 1                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                       | 0    | 2     | 0 | 0                       | 0    | 0     | 0 | 3     | 59               |
| 3:40 PM                               | 4                            | 1    | 0     | 0 | 0                            | 1    | 0     | 0 | 0                       | 0    | 2     | 0 | 0                       | 0    | 0     | 0 | 8     | 62               |
| 3:45 PM                               | 4                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                       | 0    | 5     | 0 | 0                       | 0    | 0     | 0 | 9     | 64               |
| 3:50 PM                               | 2                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                       | 0    | 1     | 0 | 0                       | 0    | 0     | 0 | 3     | 63               |
| 3:55 PM                               | 1                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                       | 0    | 5     | 0 | 0                       | 0    | 0     | 0 | 6     | 58               |
| 4:00 PM                               | 3                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                       | 0    | 3     | 0 | 0                       | 0    | 0     | 0 | 6     | 58               |
| 4:05 PM                               | 2                            | 0    | 0     | 0 | 0                            | 1    | 0     | 0 | 0                       | 0    | 3     | 0 | 0                       | 0    | 0     | 0 | 6     | 56               |
| 4:10 PM                               | 2                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                       | 0    | 1     | 0 | 0                       | 0    | 0     | 0 | 3     | 58               |
| 4:15 PM                               | 3                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                       | 0    | 1     | 0 | 0                       | 0    | 0     | 0 | 4     | 60               |
| 4:20 PM                               | 1                            | 0    | 0     | 0 | 0                            | 2    | 0     | 0 | 0                       | 0    | 1     | 0 | 0                       | 0    | 0     | 0 | 4     | 59               |
| 4:25 PM                               | 5                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                       | 0    | 0     | 0 | 0                       | 0    | 0     | 0 | 5     | 61               |
| 4:30 PM                               | 2                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                       | 0    | 2     | 0 | 0                       | 0    | 0     | 0 | 4     | 61               |
| 4:35 PM                               | 6                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                       | 0    | 1     | 0 | 0                       | 0    | 0     | 0 | 7     | 65               |
| 4:40 PM                               | 2                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                       | 0    | 2     | 0 | 0                       | 0    | 0     | 0 | 4     | 61               |
| 4:45 PM                               | 1                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                       | 0    | 2     | 0 | 0                       | 0    | 0     | 0 | 3     | 55               |
| 4:50 PM                               | 1                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                       | 0    | 1     | 0 | 0                       | 0    | 0     | 0 | 2     | 54               |
| 4:55 PM                               | 3                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                       | 0    | 4     | 0 | 0                       | 0    | 0     | 0 | 7     | 55               |
| 5:00 PM                               | 5                            | 0    | 0     | 0 | 0                            | 0    | 1     | 0 | 0                       | 0    | 1     | 0 | 0                       | 0    | 0     | 0 | 7     | 56               |
| 5:05 PM                               | 4                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                       | 0    | 0     | 0 | 0                       | 0    | 0     | 0 | 4     | 54               |
| 5:10 PM                               | 2                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                       | 0    | 2     | 0 | 0                       | 0    | 0     | 0 | 4     | 55               |
| 5:15 PM                               | 2                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                       | 0    | 4     | 0 | 0                       | 0    | 0     | 0 | 6     | 57               |
| 5:20 PM                               | 3                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                       | 0    | 4     | 0 | 0                       | 0    | 0     | 0 | 7     | 60               |
| 5:25 PM                               | 1                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                       | 0    | 4     | 0 | 0                       | 0    | 0     | 0 | 5     | 60               |
| 5:30 PM                               | 2                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                       | 0    | 1     | 0 | 0                       | 0    | 0     | 0 | 3     | 59               |
| 5:35 PM                               | 1                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                       | 0    | 2     | 0 | 0                       | 0    | 0     | 0 | 3     | 55               |
| 5:40 PM                               | 3                            | 0    | 0     | 0 | 0                            | 0    | 1     | 0 | 0                       | 0    | 2     | 0 | 0                       | 0    | 0     | 0 | 6     | 57               |
| 5:45 PM                               | 1                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                       | 0    | 3     | 0 | 0                       | 0    | 0     | 0 | 4     | 58               |

| 5-Min Count Period Beginning At | 4 - Acorn Dr (Northbound) |      |       |   | 4 - Acorn Dr (Southbound) |      |       |   | Pomo Way (Eastbound) |      |       |   | Pomo Way (Westbound) |      |       |   | Total | Hourly Totals |
|---------------------------------|---------------------------|------|-------|---|---------------------------|------|-------|---|----------------------|------|-------|---|----------------------|------|-------|---|-------|---------------|
|                                 | Left                      | Thru | Right | U | Left                      | Thru | Right | U | Left                 | Thru | Right | U | Left                 | Thru | Right | U |       |               |
| 5:50 PM                         | 4                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 5     | 61            |
| 5:55 PM                         | 2                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 4     | 0 | 0                    | 0    | 0     | 0 | 6     | 60            |
| 6:00 PM                         | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 2     | 55            |
| 6:05 PM                         | 1                         | 0    | 0     | 0 | 0                         | 0    | 1     | 0 | 0                    | 0    | 3     | 0 | 0                    | 0    | 0     | 0 | 5     | 56            |
| 6:10 PM                         | 4                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 4     | 0 | 0                    | 0    | 0     | 0 | 8     | 60            |
| 6:15 PM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 54            |
| 6:20 PM                         | 3                         | 0    | 0     | 0 | 0                         | 0    | 1     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 5     | 52            |
| 6:25 PM                         | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 2     | 49            |
| 6:30 PM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 1     | 47            |
| 6:35 PM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 1     | 45            |
| 6:40 PM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 1     | 40            |
| 6:45 PM                         | 3                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 3     | 0 | 0                    | 0    | 0     | 0 | 6     | 42            |
| 6:50 PM                         | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 1     | 38            |
| 6:55 PM                         | 2                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 2     | 0 | 0                    | 0    | 0     | 0 | 4     | 36            |
| 7:00 PM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 2     | 0 | 0                    | 0    | 0     | 0 | 2     | 36            |
| 7:05 PM                         | 3                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 6     | 0 | 0                    | 0    | 0     | 0 | 9     | 40            |
| 7:10 PM                         | 4                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 5     | 37            |
| 7:15 PM                         | 2                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 2     | 0 | 0                    | 0    | 0     | 0 | 4     | 41            |
| 7:20 PM                         | 2                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 2     | 38            |
| 7:25 PM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 36            |
| 7:30 PM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 2     | 0 | 0                    | 0    | 0     | 0 | 2     | 37            |
| 7:35 PM                         | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 2     | 38            |
| 7:40 PM                         | 3                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 2     | 0 | 0                    | 0    | 0     | 0 | 5     | 42            |
| 7:45 PM                         | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 2     | 38            |
| 7:50 PM                         | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 2     | 0 | 0                    | 0    | 0     | 0 | 3     | 40            |
| 7:55 PM                         | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 1     | 37            |
| 8:00 PM                         | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 2     | 37            |
| 8:05 PM                         | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 2     | 30            |
| 8:10 PM                         | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 3     | 0 | 0                    | 0    | 0     | 0 | 4     | 29            |
| 8:15 PM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 25            |
| 8:20 PM                         | 8                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 9     | 32            |
| 8:25 PM                         | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 2     | 34            |
| 8:30 PM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 3     | 0 | 0                    | 0    | 0     | 0 | 3     | 35            |
| 8:35 PM                         | 2                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 2     | 0 | 0                    | 0    | 0     | 0 | 4     | 37            |
| 8:40 PM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 1     | 33            |
| 8:45 PM                         | 3                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 2     | 0 | 0                    | 0    | 0     | 0 | 5     | 36            |
| 8:50 PM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 1     | 34            |
| 8:55 PM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 2     | 0 | 0                    | 0    | 0     | 0 | 2     | 35            |
| 9:00 PM                         | 2                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 2     | 0 | 0                    | 0    | 0     | 0 | 4     | 37            |
| 9:05 PM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 1     | 36            |
| 9:10 PM                         | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 2     | 34            |
| 9:15 PM                         | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 2     | 0 | 0                    | 0    | 0     | 0 | 3     | 37            |
| 9:20 PM                         | 2                         | 1    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 4     | 0 | 0                    | 0    | 0     | 0 | 7     | 35            |
| 9:25 PM                         | 3                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 4     | 37            |
| 9:30 PM                         | 5                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 3     | 0 | 0                    | 0    | 0     | 0 | 8     | 42            |
| 9:35 PM                         | 3                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 3     | 41            |
| 9:40 PM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 1     | 41            |
| 9:45 PM                         | 2                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 3     | 39            |
| 9:50 PM                         | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 3     | 0 | 0                    | 0    | 0     | 0 | 3     | 41            |
| 9:55 PM                         | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 1     | 40            |
| 10:00 PM                        | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 1     | 37            |
| 10:05 PM                        | 2                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 3     | 39            |
| 10:10 PM                        | 1                         | 0    | 0     | 0 | 0                         | 0    | 1     | 0 | 0                    | 0    | 2     | 0 | 0                    | 0    | 0     | 0 | 4     | 41            |
| 10:15 PM                        | 2                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 2     | 0 | 0                    | 0    | 0     | 0 | 4     | 42            |
| 10:20 PM                        | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 1     | 36            |
| 10:25 PM                        | 2                         | 1    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 2     | 0 | 0                    | 0    | 0     | 0 | 5     | 37            |
| 10:30 PM                        | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 1     | 30            |
| 10:35 PM                        | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 2     | 29            |
| 10:40 PM                        | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 2     | 30            |
| 10:45 PM                        | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 2     | 29            |
| 10:50 PM                        | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 26            |
| 10:55 PM                        | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 2     | 27            |
| 11:00 PM                        | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 2     | 0 | 0                    | 0    | 0     | 0 | 3     | 29            |
| 11:05 PM                        | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 3     | 0 | 0                    | 0    | 0     | 0 | 4     | 30            |
| 11:10 PM                        | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 1     | 27            |
| 11:15 PM                        | 2                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 3     | 26            |
| 11:20 PM                        | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 2     | 0 | 0                    | 0    | 0     | 0 | 3     | 28            |
| 11:25 PM                        | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 23            |
| 11:30 PM                        | 0                         | 1    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 2     | 24            |
| 11:35 PM                        | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 2     | 0 | 0                    | 0    | 0     | 0 | 3     | 25            |
| 11:40 PM                        | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     | 23            |
| 11:45 PM                        | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 1     | 22            |
| 11:50 PM                        | 0                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 1     | 23            |
| 11:55 PM                        | 1                         | 0    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                    | 0    | 1     | 0 | 0                    | 0    | 0     | 0 | 2     | 23            |
| 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                        | 0    | 0     | 0 | 0                         | 4    | 8     | 0 | 4                    | 0    | 40    | 0 | 0                    | 0    | 0     | 0 | 112   |               |
| Heavy Trucks                    | 0                         | 0    | 0     |   | 0                         | 0    | 0     |   | 0                    | 0    | 0     |   | 0                    | 0    | 0     |   | 0     |               |
| Buses                           |                           |      |       |   |                           |      |       |   |                      |      |       |   |                      |      |       |   |       |               |
| Pedestrians                     |                           | 0    |       |   |                           | 0    |       |   |                      | 0    |       |   |                      | 0    |       |   | 0     |               |
| Bicycles                        | 0                         | 0    | 0     |   | 0                         | 0    | 0     |   | 0                    | 0    | 0     |   | 0                    | 0    | 0     |   | 0     |               |
| Scooters                        |                           |      |       |   |                           |      |       |   |                      |      |       |   |                      |      |       |   |       |               |

Comments:

**LOCATION:** 5 - SR-20 -- R Pomo Pumps Dwy  
**CITY/STATE:** Lake, CA

**QC JOB #:** 17073005  
**DATE:** Fri, Aug 22 2025



| 5-Min Count Period Beginning At | 5 - SR-20 (Northbound) |      |       |   | 5 - SR-20 (Southbound) |      |       |   | R Pomo Pumps Dwy (Eastbound) |      |       |   | R Pomo Pumps Dwy (Westbound) |      |       |   | Total | Hourly Totals |
|---------------------------------|------------------------|------|-------|---|------------------------|------|-------|---|------------------------------|------|-------|---|------------------------------|------|-------|---|-------|---------------|
|                                 | Left                   | Thru | Right | U | Left                   | Thru | Right | U | Left                         | Thru | Right | U | Left                         | Thru | Right | U |       |               |
| 12:00 AM                        | 0                      | 0    | 0     | 0 | 0                      | 3    | 0     | 0 | 2                            | 0    | 1     | 0 | 0                            | 0    | 0     | 0 | 6     |               |
| 12:05 AM                        | 0                      | 2    | 0     | 0 | 0                      | 5    | 0     | 0 | 1                            | 0    | 1     | 0 | 0                            | 0    | 0     | 0 | 9     |               |
| 12:10 AM                        | 0                      | 2    | 0     | 0 | 0                      | 4    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 6     |               |
| 12:15 AM                        | 2                      | 1    | 0     | 0 | 0                      | 3    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 6     |               |
| 12:20 AM                        | 0                      | 2    | 0     | 0 | 0                      | 3    | 0     | 0 | 0                            | 0    | 0     | 1 | 0                            | 0    | 0     | 0 | 6     |               |
| 12:25 AM                        | 0                      | 1    | 0     | 0 | 0                      | 3    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 4     |               |
| 12:30 AM                        | 4                      | 1    | 0     | 0 | 0                      | 7    | 2     | 0 | 0                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 14    |               |
| 12:35 AM                        | 0                      | 1    | 0     | 0 | 0                      | 2    | 0     | 0 | 0                            | 0    | 0     | 1 | 0                            | 0    | 0     | 0 | 4     |               |
| 12:40 AM                        | 0                      | 1    | 0     | 0 | 0                      | 3    | 0     | 0 | 1                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 5     |               |
| 12:45 AM                        | 1                      | 2    | 0     | 0 | 0                      | 2    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 5     |               |
| 12:50 AM                        | 0                      | 4    | 0     | 0 | 0                      | 4    | 0     | 0 | 3                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 11    |               |
| 12:55 AM                        | 0                      | 2    | 0     | 0 | 0                      | 2    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 4     | 80            |
| 1:00 AM                         | 1                      | 2    | 0     | 0 | 0                      | 2    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 5     | 79            |
| 1:05 AM                         | 2                      | 0    | 0     | 0 | 0                      | 1    | 0     | 0 | 0                            | 0    | 0     | 1 | 0                            | 0    | 0     | 0 | 4     | 74            |
| 1:10 AM                         | 0                      | 1    | 0     | 0 | 0                      | 5    | 1     | 0 | 0                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 7     | 75            |
| 1:15 AM                         | 0                      | 3    | 0     | 0 | 0                      | 4    | 1     | 0 | 0                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 8     | 77            |
| 1:20 AM                         | 0                      | 1    | 0     | 0 | 0                      | 1    | 0     | 0 | 1                            | 0    | 1     | 0 | 0                            | 0    | 0     | 0 | 4     | 75            |
| 1:25 AM                         | 0                      | 2    | 0     | 0 | 0                      | 1    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 3     | 74            |
| 1:30 AM                         | 0                      | 2    | 0     | 0 | 0                      | 3    | 0     | 0 | 0                            | 0    | 0     | 1 | 0                            | 0    | 0     | 0 | 6     | 66            |
| 1:35 AM                         | 0                      | 2    | 0     | 0 | 0                      | 1    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 3     | 65            |
| 1:40 AM                         | 0                      | 3    | 0     | 0 | 0                      | 1    | 1     | 0 | 0                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 5     | 65            |
| 1:45 AM                         | 0                      | 4    | 0     | 0 | 0                      | 2    | 0     | 0 | 0                            | 0    | 0     | 1 | 0                            | 0    | 0     | 0 | 7     | 67            |
| 1:50 AM                         | 0                      | 3    | 0     | 0 | 0                      | 2    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 5     | 61            |
| 1:55 AM                         | 0                      | 0    | 0     | 0 | 0                      | 2    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 2     | 59            |
| 2:00 AM                         | 0                      | 2    | 0     | 0 | 0                      | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 2     | 56            |
| 2:05 AM                         | 0                      | 1    | 0     | 0 | 0                      | 3    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 4     | 56            |
| 2:10 AM                         | 0                      | 1    | 0     | 0 | 0                      | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 1     | 50            |
| 2:15 AM                         | 2                      | 2    | 0     | 0 | 0                      | 2    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 6     | 48            |
| 2:20 AM                         | 1                      | 2    | 0     | 0 | 0                      | 1    | 0     | 0 | 0                            | 0    | 0     | 2 | 0                            | 0    | 0     | 0 | 6     | 50            |
| 2:25 AM                         | 0                      | 1    | 0     | 0 | 0                      | 3    | 0     | 0 | 1                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 5     | 52            |
| 2:30 AM                         | 0                      | 4    | 0     | 0 | 0                      | 5    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 9     | 55            |
| 2:35 AM                         | 0                      | 3    | 0     | 0 | 0                      | 2    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 5     | 57            |
| 2:40 AM                         | 0                      | 2    | 0     | 0 | 0                      | 2    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 4     | 56            |
| 2:45 AM                         | 0                      | 1    | 0     | 0 | 0                      | 2    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 3     | 52            |
| 2:50 AM                         | 0                      | 0    | 0     | 0 | 0                      | 1    | 1     | 0 | 1                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 3     | 50            |
| 2:55 AM                         | 1                      | 2    | 0     | 0 | 0                      | 5    | 2     | 0 | 0                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 10    | 58            |
| 3:00 AM                         | 0                      | 1    | 0     | 0 | 0                      | 3    | 0     | 0 | 1                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 5     | 61            |
| 3:05 AM                         | 0                      | 1    | 0     | 0 | 0                      | 1    | 0     | 0 | 0                            | 0    | 0     | 0 | 0                            | 0    | 0     | 0 | 2     | 59            |

| 5-Min Count<br>Period<br>Beginning At | 5 - SR-20<br>(Northbound) |      |       |   | 5 - SR-20<br>(Southbound) |      |       |   | R Pomo Pumps Dwy<br>(Eastbound) |      |       |    | R Pomo Pumps Dwy<br>(Westbound) |      |       |   | Total | Hourly<br>Totals |
|---------------------------------------|---------------------------|------|-------|---|---------------------------|------|-------|---|---------------------------------|------|-------|----|---------------------------------|------|-------|---|-------|------------------|
|                                       | Left                      | Thru | Right | U | Left                      | Thru | Right | U | Left                            | Thru | Right | U  | Left                            | Thru | Right | U |       |                  |
| 3:10 AM                               | 0                         | 3    | 0     | 0 | 0                         | 2    | 0     | 0 | 0                               | 0    | 0     | 0  | 0                               | 0    | 0     | 0 | 5     | 63               |
| 3:15 AM                               | 0                         | 3    | 0     | 0 | 0                         | 1    | 0     | 0 | 0                               | 0    | 0     | 0  | 0                               | 0    | 0     | 0 | 4     | 61               |
| 3:20 AM                               | 0                         | 3    | 0     | 0 | 0                         | 2    | 0     | 0 | 0                               | 0    | 0     | 0  | 0                               | 0    | 0     | 0 | 5     | 60               |
| 3:25 AM                               | 1                         | 1    | 0     | 0 | 0                         | 1    | 0     | 0 | 0                               | 0    | 0     | 0  | 0                               | 0    | 0     | 0 | 3     | 58               |
| 3:30 AM                               | 0                         | 3    | 0     | 0 | 0                         | 6    | 1     | 0 | 0                               | 1    | 0     | 0  | 0                               | 0    | 0     | 0 | 11    | 60               |
| 3:35 AM                               | 0                         | 4    | 0     | 0 | 0                         | 1    | 0     | 0 | 0                               | 1    | 0     | 0  | 0                               | 0    | 0     | 0 | 6     | 61               |
| 3:40 AM                               | 1                         | 2    | 0     | 0 | 0                         | 2    | 0     | 0 | 0                               | 1    | 0     | 0  | 0                               | 0    | 0     | 0 | 6     | 63               |
| 3:45 AM                               | 0                         | 3    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                               | 0    | 0     | 0  | 0                               | 0    | 0     | 0 | 3     | 63               |
| 3:50 AM                               | 0                         | 5    | 0     | 0 | 0                         | 1    | 0     | 0 | 0                               | 0    | 0     | 0  | 0                               | 0    | 0     | 0 | 6     | 66               |
| 3:55 AM                               | 0                         | 1    | 0     | 0 | 0                         | 1    | 0     | 0 | 0                               | 0    | 0     | 0  | 0                               | 0    | 0     | 0 | 2     | 58               |
| 4:00 AM                               | 0                         | 3    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                               | 0    | 0     | 0  | 0                               | 0    | 0     | 0 | 3     | 56               |
| 4:05 AM                               | 0                         | 2    | 0     | 0 | 0                         | 2    | 0     | 0 | 0                               | 0    | 0     | 0  | 0                               | 0    | 0     | 0 | 4     | 58               |
| 4:10 AM                               | 0                         | 2    | 0     | 0 | 0                         | 3    | 0     | 0 | 0                               | 0    | 0     | 0  | 0                               | 0    | 0     | 0 | 5     | 58               |
| 4:15 AM                               | 1                         | 3    | 0     | 0 | 0                         | 1    | 0     | 0 | 0                               | 1    | 0     | 0  | 0                               | 0    | 0     | 0 | 6     | 60               |
| 4:20 AM                               | 0                         | 3    | 0     | 0 | 0                         | 1    | 0     | 0 | 0                               | 1    | 0     | 0  | 0                               | 0    | 0     | 0 | 5     | 60               |
| 4:25 AM                               | 0                         | 6    | 0     | 0 | 0                         | 6    | 1     | 0 | 0                               | 0    | 0     | 0  | 0                               | 0    | 0     | 0 | 13    | 70               |
| 4:30 AM                               | 1                         | 2    | 0     | 0 | 0                         | 5    | 0     | 0 | 0                               | 0    | 0     | 0  | 0                               | 0    | 0     | 0 | 8     | 67               |
| 4:35 AM                               | 5                         | 4    | 0     | 0 | 0                         | 3    | 0     | 0 | 0                               | 1    | 0     | 1  | 0                               | 0    | 0     | 0 | 14    | 75               |
| 4:40 AM                               | 0                         | 5    | 0     | 0 | 0                         | 0    | 0     | 0 | 0                               | 1    | 0     | 0  | 0                               | 0    | 0     | 0 | 6     | 75               |
| 4:45 AM                               | 1                         | 6    | 0     | 0 | 0                         | 1    | 0     | 0 | 0                               | 2    | 0     | 0  | 0                               | 0    | 0     | 0 | 10    | 82               |
| 4:50 AM                               | 0                         | 11   | 0     | 0 | 0                         | 2    | 0     | 0 | 0                               | 1    | 0     | 0  | 0                               | 0    | 0     | 0 | 14    | 90               |
| 4:55 AM                               | 1                         | 6    | 0     | 0 | 0                         | 2    | 1     | 0 | 0                               | 1    | 0     | 0  | 0                               | 0    | 0     | 0 | 11    | 99               |
| 5:00 AM                               | 3                         | 4    | 0     | 0 | 0                         | 7    | 0     | 0 | 0                               | 2    | 0     | 0  | 0                               | 0    | 0     | 0 | 16    | 112              |
| 5:05 AM                               | 3                         | 5    | 0     | 0 | 0                         | 3    | 0     | 0 | 0                               | 0    | 0     | 0  | 0                               | 0    | 0     | 0 | 11    | 119              |
| 5:10 AM                               | 3                         | 3    | 0     | 0 | 0                         | 3    | 1     | 0 | 0                               | 4    | 0     | 0  | 0                               | 0    | 0     | 0 | 14    | 128              |
| 5:15 AM                               | 4                         | 6    | 0     | 0 | 0                         | 2    | 0     | 0 | 0                               | 1    | 0     | 1  | 0                               | 0    | 0     | 0 | 14    | 136              |
| 5:20 AM                               | 1                         | 11   | 0     | 0 | 0                         | 2    | 0     | 0 | 0                               | 0    | 0     | 1  | 0                               | 0    | 0     | 0 | 15    | 146              |
| 5:25 AM                               | 1                         | 10   | 0     | 0 | 0                         | 3    | 1     | 0 | 0                               | 3    | 0     | 0  | 0                               | 0    | 0     | 0 | 18    | 151              |
| 5:30 AM                               | 0                         | 1    | 0     | 0 | 0                         | 4    | 0     | 0 | 0                               | 1    | 0     | 0  | 0                               | 0    | 0     | 0 | 6     | 149              |
| 5:35 AM                               | 2                         | 14   | 0     | 0 | 0                         | 5    | 2     | 0 | 0                               | 0    | 0     | 0  | 0                               | 0    | 0     | 0 | 23    | 158              |
| 5:40 AM                               | 2                         | 6    | 0     | 0 | 0                         | 3    | 2     | 0 | 0                               | 1    | 0     | 1  | 0                               | 0    | 0     | 0 | 15    | 167              |
| 5:45 AM                               | 1                         | 14   | 0     | 0 | 0                         | 3    | 0     | 0 | 0                               | 1    | 0     | 1  | 0                               | 0    | 0     | 0 | 20    | 177              |
| 5:50 AM                               | 3                         | 12   | 0     | 0 | 0                         | 4    | 1     | 0 | 0                               | 4    | 0     | 1  | 0                               | 0    | 0     | 0 | 25    | 188              |
| 5:55 AM                               | 1                         | 8    | 0     | 0 | 0                         | 1    | 7     | 0 | 0                               | 1    | 0     | 0  | 0                               | 0    | 0     | 0 | 18    | 195              |
| 6:00 AM                               | 7                         | 9    | 0     | 0 | 0                         | 10   | 2     | 0 | 0                               | 6    | 0     | 3  | 0                               | 0    | 0     | 0 | 37    | 216              |
| 6:05 AM                               | 6                         | 9    | 0     | 0 | 0                         | 6    | 2     | 0 | 0                               | 6    | 0     | 2  | 0                               | 0    | 0     | 0 | 31    | 236              |
| 6:10 AM                               | 6                         | 14   | 0     | 0 | 0                         | 7    | 1     | 0 | 0                               | 6    | 0     | 1  | 0                               | 0    | 0     | 0 | 35    | 257              |
| 6:15 AM                               | 1                         | 7    | 0     | 0 | 0                         | 2    | 1     | 0 | 0                               | 5    | 0     | 1  | 0                               | 0    | 0     | 0 | 17    | 260              |
| 6:20 AM                               | 3                         | 17   | 0     | 0 | 0                         | 4    | 1     | 0 | 0                               | 4    | 0     | 1  | 0                               | 0    | 0     | 0 | 30    | 275              |
| 6:25 AM                               | 3                         | 19   | 0     | 0 | 0                         | 11   | 1     | 0 | 0                               | 2    | 0     | 0  | 0                               | 0    | 0     | 0 | 36    | 293              |
| 6:30 AM                               | 2                         | 15   | 0     | 0 | 0                         | 7    | 1     | 0 | 0                               | 0    | 0     | 1  | 0                               | 0    | 0     | 0 | 26    | 313              |
| 6:35 AM                               | 4                         | 17   | 0     | 0 | 0                         | 6    | 0     | 0 | 0                               | 4    | 0     | 1  | 0                               | 0    | 0     | 0 | 32    | 322              |
| 6:40 AM                               | 3                         | 22   | 0     | 0 | 0                         | 5    | 3     | 0 | 0                               | 3    | 0     | 0  | 0                               | 0    | 0     | 0 | 36    | 343              |
| 6:45 AM                               | 4                         | 20   | 0     | 0 | 0                         | 7    | 2     | 0 | 0                               | 2    | 0     | 2  | 0                               | 0    | 0     | 0 | 37    | 360              |
| 6:50 AM                               | 3                         | 25   | 0     | 0 | 0                         | 6    | 1     | 0 | 0                               | 2    | 0     | 5  | 0                               | 0    | 0     | 0 | 42    | 377              |
| 6:55 AM                               | 3                         | 18   | 0     | 0 | 0                         | 7    | 3     | 0 | 0                               | 2    | 0     | 2  | 0                               | 0    | 0     | 0 | 35    | 394              |
| 7:00 AM                               | 3                         | 18   | 0     | 0 | 0                         | 6    | 1     | 0 | 0                               | 2    | 0     | 2  | 0                               | 0    | 0     | 0 | 32    | 389              |
| 7:05 AM                               | 6                         | 21   | 0     | 0 | 0                         | 9    | 1     | 0 | 0                               | 3    | 0     | 4  | 0                               | 0    | 0     | 0 | 44    | 402              |
| 7:10 AM                               | 8                         | 29   | 0     | 0 | 0                         | 10   | 3     | 0 | 0                               | 5    | 0     | 1  | 0                               | 0    | 0     | 0 | 56    | 423              |
| 7:15 AM                               | 3                         | 23   | 0     | 0 | 0                         | 12   | 2     | 0 | 0                               | 8    | 0     | 5  | 0                               | 0    | 0     | 0 | 53    | 459              |
| 7:20 AM                               | 5                         | 36   | 0     | 0 | 0                         | 19   | 0     | 0 | 0                               | 3    | 0     | 3  | 0                               | 0    | 0     | 0 | 66    | 495              |
| 7:25 AM                               | 4                         | 37   | 0     | 0 | 0                         | 13   | 1     | 0 | 0                               | 2    | 0     | 2  | 0                               | 0    | 0     | 0 | 59    | 518              |
| 7:30 AM                               | 3                         | 33   | 0     | 0 | 0                         | 10   | 2     | 0 | 0                               | 3    | 0     | 4  | 0                               | 0    | 0     | 0 | 55    | 547              |
| 7:35 AM                               | 6                         | 38   | 0     | 0 | 0                         | 11   | 4     | 0 | 0                               | 1    | 0     | 4  | 0                               | 0    | 0     | 0 | 64    | 579              |
| 7:40 AM                               | 7                         | 46   | 0     | 0 | 0                         | 11   | 1     | 0 | 0                               | 2    | 0     | 6  | 0                               | 0    | 0     | 0 | 73    | 616              |
| 7:45 AM                               | 3                         | 45   | 0     | 0 | 0                         | 15   | 6     | 0 | 0                               | 6    | 0     | 2  | 0                               | 0    | 0     | 0 | 77    | 656              |
| 7:50 AM                               | 4                         | 48   | 0     | 0 | 0                         | 23   | 5     | 0 | 0                               | 4    | 0     | 3  | 0                               | 0    | 0     | 0 | 87    | 701              |
| 7:55 AM                               | 5                         | 26   | 0     | 0 | 0                         | 28   | 7     | 0 | 0                               | 4    | 0     | 1  | 0                               | 0    | 0     | 0 | 71    | 737              |
| 8:00 AM                               | 2                         | 17   | 0     | 0 | 0                         | 31   | 7     | 0 | 0                               | 6    | 0     | 5  | 0                               | 0    | 0     | 0 | 68    | 773              |
| 8:05 AM                               | 1                         | 21   | 0     | 0 | 0                         | 21   | 4     | 0 | 0                               | 3    | 0     | 11 | 0                               | 0    | 0     | 0 | 61    | 790              |
| 8:10 AM                               | 3                         | 19   | 0     | 0 | 0                         | 17   | 7     | 0 | 0                               | 2    | 0     | 4  | 0                               | 0    | 0     | 0 | 52    | 786              |
| 8:15 AM                               | 4                         | 17   | 0     | 0 | 0                         | 16   | 2     | 0 | 0                               | 0    | 0     | 7  | 0                               | 0    | 0     | 0 | 46    | 779              |
| 8:20 AM                               | 4                         | 28   | 0     | 0 | 0                         | 15   | 1     | 0 | 0                               | 6    | 0     | 2  | 0                               | 0    | 0     | 0 | 56    | 769              |
| 8:25 AM                               | 2                         | 23   | 0     | 0 | 0                         | 15   | 3     | 0 | 0                               | 3    | 0     | 6  | 0                               | 0    | 0     | 0 | 52    | 762              |
| 8:30 AM                               | 4                         | 26   | 0     | 0 | 0                         | 11   | 3     | 0 | 0                               | 1    | 0     | 4  | 0                               | 0    | 0     | 0 | 49    | 756              |
| 8:35 AM                               | 6                         | 13   | 0     | 0 | 0                         | 10   | 2     | 0 | 0                               | 1    | 0     | 2  | 0                               | 0    | 0     | 0 | 34    | 726              |
| 8:40 AM                               | 5                         | 18   | 0     | 0 | 0                         | 19   | 3     | 0 | 0                               | 3    | 0     | 5  | 0                               | 0    | 0     | 0 | 53    | 706              |
| 8:45 AM                               | 4                         | 13   | 0     | 0 | 0                         | 14   | 2     | 0 | 0                               | 5    | 0     | 3  | 0                               | 0    | 0     | 0 | 41    | 670              |
| 8:50 AM                               | 8                         | 16   | 0     | 0 | 0                         | 16   | 2     | 0 | 0                               | 5    | 0     | 3  | 0                               | 0    | 0     | 0 | 50    | 633              |
| 8:55 AM                               | 1                         | 12   | 0     | 0 | 0                         | 17   | 6     | 0 | 0                               | 4    | 0     | 3  | 0                               | 0    | 0     | 0 | 43    | 605              |
| 9:00 AM                               | 5                         | 27   | 0     | 0 | 0                         | 9    | 4     | 0 | 0                               | 2    | 0     | 5  | 0                               | 0    | 0     | 0 | 52    | 589              |
| 9:05 AM                               | 3                         | 18   | 0     | 0 | 0                         | 19   | 4     | 0 | 0                               | 5    | 0     | 3  | 0                               | 0    | 0     | 0 | 52    | 580              |
| 9:10 AM                               | 3                         | 14   | 0     | 0 | 0                         | 17   | 6     | 0 | 0                               | 2    | 0     | 3  | 0                               | 0    | 0     | 0 | 45    | 573              |
| 9:15 AM                               | 6                         | 22   | 0     | 0 | 0                         | 15   | 3     | 0 | 0                               | 4    | 0     | 7  | 0                               | 0    | 0     | 0 | 57    | 584              |
| 9:20 AM                               | 6                         | 30   | 0     | 0 | 0                         | 14   | 4     | 0 | 0                               | 4    | 0     | 5  | 0                               | 0    | 0     | 0 | 63    | 591              |
| 9:25 AM                               | 6                         | 17   | 0     | 0 | 0                         | 20   | 2     | 0 | 0                               | 2    | 0     | 7  | 0                               | 0    | 0     | 0 | 54    | 593              |
| 9:30 AM                               | 9                         | 21   | 0     | 0 | 0                         | 15   | 2     | 0 | 0                               | 4    | 0     | 4  | 0                               | 0    | 0     | 0 | 55    | 599              |
| 9:35 AM                               | 7                         | 20   | 0     | 0 | 0                         | 22   | 3     | 0 | 0                               | 6    | 0     | 5  | 0                               | 0    | 0     | 0 | 63    | 628              |
| 9:40 AM                               | 6                         | 15   | 0     | 0 | 0                         | 12   | 4     | 0 | 0                               | 6    | 0     | 8  | 0                               | 0    | 0     | 0 | 51    | 626              |
| 9:45 AM                               | 3                         | 17   | 0     | 0 | 0                         | 23   | 6     | 0 | 0                               | 6    | 0     | 5  | 0                               | 0    | 0     | 0 | 60    | 645              |
| 9:50 AM                               | 8                         | 22   | 0     | 0 | 0                         | 15   | 2     | 0 | 0                               | 4    | 0     | 4  | 0                               | 0    | 0     | 0 | 55    | 650              |
| 9:55 AM                               | 7                         | 13   | 0     | 0 | 0                         | 25   | 6     | 0 | 0                               | 4    | 0     | 7  | 0                               | 0    | 0     | 0 | 62    | 669              |
| 10:00 AM                              | 5                         | 17   | 0     | 0 | 0                         | 24   | 5     | 0 | 0                               | 3    | 0     | 7  | 0                               | 0    | 0     | 0 | 61    | 678              |
| 10:05 AM                              | 7                         | 25   | 0     | 0 | 0                         | 16   | 9     | 0 | 0                               | 4    | 0     | 5  | 0                               | 0    | 0     | 0 | 66    | 692              |
| 10:10 AM                              | 4                         | 16   | 0     | 0 | 0                         | 18   | 4     | 0 | 0                               | 4    | 0     | 9  | 0                               | 0    | 0     | 0 | 55    | 702              |
| 10:15 AM                              | 7                         | 10   | 0     | 0 | 0                         | 11   | 1     | 0 | 0                               | 4    | 0     | 9  | 0                               | 0    | 0     | 0 | 42    | 687              |
| 10:20 AM                              | 3                         | 12   | 0     | 0 | 0                         | 16   | 8     | 0 | 0                               | 3    | 0     | 6  | 0                               | 0    | 0     | 0 | 48    | 672              |
| 10:25 AM                              | 1                         | 17   | 0     | 0 | 0                         | 27   | 2     | 0 | 0                               | 5    | 0     | 4  | 0                               | 0    | 0     | 0 | 56    | 674              |
| 10:30 AM                              | 3                         | 13   | 0     | 0 | 0                         | 13   | 5     | 0 | 0                               | 1    | 0     | 6  | 0                               | 0    | 0     | 0 | 41    | 660              |

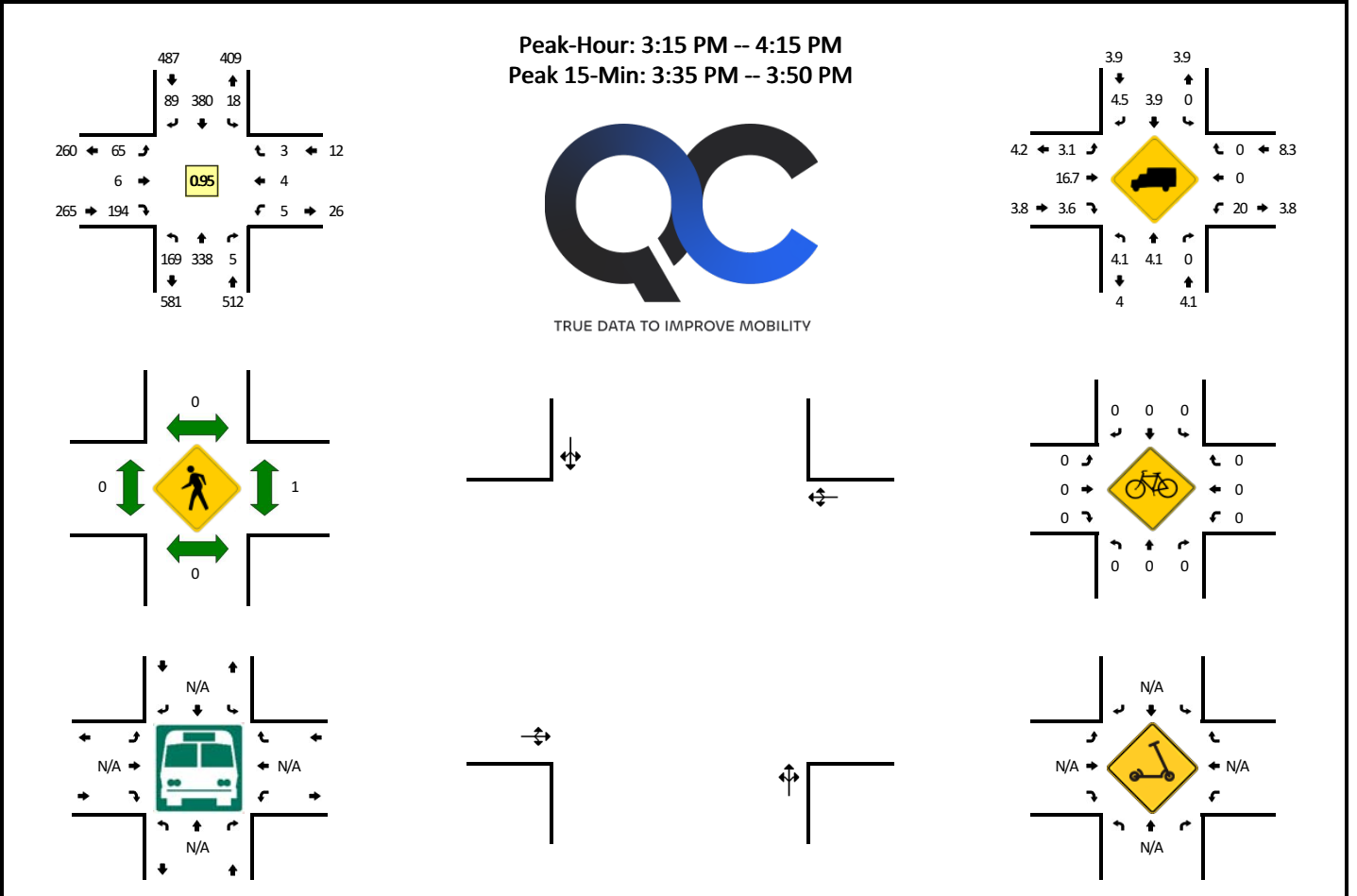
| 5-Min Count Period Beginning At | 5 - SR-20 (Northbound) |      |       |   | 5 - SR-20 (Southbound) |      |       |   | R Pomo Pumps Dwy (Eastbound) |      |       |   | R Pomo Pumps Dwy (Westbound) |      |       |   | Total | Hourly Totals |
|---------------------------------|------------------------|------|-------|---|------------------------|------|-------|---|------------------------------|------|-------|---|------------------------------|------|-------|---|-------|---------------|
|                                 | Left                   | Thru | Right | U | Left                   | Thru | Right | U | Left                         | Thru | Right | U | Left                         | Thru | Right | U |       |               |
| 10:35 AM                        | 6                      | 23   | 0     | 0 | 0                      | 17   | 7     | 0 | 3                            | 0    | 6     | 0 | 0                            | 0    | 0     | 0 | 62    | 659           |
| 10:40 AM                        | 5                      | 17   | 0     | 0 | 0                      | 28   | 4     | 0 | 6                            | 0    | 4     | 0 | 0                            | 0    | 0     | 0 | 64    | 672           |
| 10:45 AM                        | 4                      | 27   | 0     | 0 | 0                      | 21   | 6     | 0 | 3                            | 0    | 2     | 0 | 0                            | 0    | 0     | 0 | 63    | 675           |
| 10:50 AM                        | 6                      | 18   | 0     | 0 | 0                      | 26   | 6     | 0 | 6                            | 0    | 8     | 0 | 0                            | 0    | 0     | 0 | 70    | 690           |
| 10:55 AM                        | 7                      | 29   | 0     | 0 | 0                      | 12   | 3     | 0 | 7                            | 0    | 5     | 0 | 0                            | 0    | 0     | 0 | 63    | 691           |
| 11:00 AM                        | 8                      | 21   | 0     | 0 | 0                      | 25   | 7     | 0 | 7                            | 0    | 4     | 0 | 0                            | 0    | 0     | 0 | 72    | 702           |
| 11:05 AM                        | 9                      | 38   | 0     | 0 | 0                      | 27   | 7     | 0 | 3                            | 0    | 9     | 0 | 0                            | 0    | 0     | 0 | 93    | 729           |
| 11:10 AM                        | 9                      | 20   | 0     | 0 | 0                      | 22   | 4     | 0 | 5                            | 0    | 8     | 0 | 0                            | 0    | 0     | 0 | 68    | 742           |
| 11:15 AM                        | 7                      | 16   | 0     | 0 | 0                      | 20   | 7     | 0 | 2                            | 0    | 13    | 0 | 0                            | 0    | 0     | 0 | 65    | 765           |
| 11:20 AM                        | 8                      | 34   | 0     | 0 | 0                      | 26   | 10    | 0 | 8                            | 0    | 8     | 0 | 0                            | 0    | 0     | 0 | 94    | 811           |
| 11:25 AM                        | 7                      | 15   | 0     | 0 | 0                      | 21   | 3     | 0 | 7                            | 0    | 5     | 0 | 0                            | 0    | 0     | 0 | 58    | 813           |
| 11:30 AM                        | 6                      | 23   | 0     | 0 | 0                      | 35   | 2     | 0 | 3                            | 0    | 7     | 0 | 0                            | 0    | 0     | 0 | 76    | 848           |
| 11:35 AM                        | 5                      | 17   | 0     | 0 | 0                      | 21   | 8     | 0 | 4                            | 0    | 7     | 0 | 0                            | 0    | 0     | 0 | 62    | 848           |
| 11:40 AM                        | 5                      | 32   | 0     | 0 | 0                      | 25   | 2     | 0 | 6                            | 0    | 4     | 0 | 0                            | 0    | 0     | 0 | 74    | 858           |
| 11:45 AM                        | 4                      | 17   | 0     | 0 | 0                      | 26   | 8     | 0 | 8                            | 0    | 4     | 0 | 0                            | 0    | 0     | 0 | 67    | 862           |
| 11:50 AM                        | 6                      | 28   | 0     | 0 | 0                      | 29   | 7     | 0 | 2                            | 0    | 9     | 0 | 0                            | 0    | 0     | 0 | 81    | 873           |
| 11:55 AM                        | 5                      | 24   | 0     | 0 | 0                      | 26   | 5     | 0 | 3                            | 0    | 9     | 0 | 0                            | 0    | 0     | 0 | 72    | 882           |
| 12:00 PM                        | 5                      | 24   | 0     | 0 | 0                      | 35   | 3     | 0 | 4                            | 0    | 7     | 0 | 0                            | 0    | 0     | 0 | 78    | 888           |
| 12:05 PM                        | 4                      | 21   | 0     | 0 | 0                      | 38   | 11    | 0 | 5                            | 0    | 9     | 0 | 0                            | 0    | 0     | 0 | 88    | 883           |
| 12:10 PM                        | 5                      | 27   | 0     | 0 | 0                      | 20   | 3     | 0 | 5                            | 0    | 7     | 0 | 0                            | 0    | 0     | 0 | 67    | 882           |
| 12:15 PM                        | 7                      | 24   | 0     | 0 | 0                      | 23   | 4     | 0 | 0                            | 0    | 8     | 0 | 0                            | 0    | 0     | 0 | 66    | 883           |
| 12:20 PM                        | 8                      | 33   | 0     | 0 | 0                      | 23   | 9     | 0 | 5                            | 0    | 8     | 0 | 0                            | 0    | 0     | 0 | 86    | 875           |
| 12:25 PM                        | 7                      | 19   | 0     | 0 | 0                      | 35   | 6     | 0 | 7                            | 0    | 8     | 0 | 0                            | 0    | 0     | 0 | 82    | 899           |
| 12:30 PM                        | 8                      | 29   | 0     | 0 | 0                      | 25   | 7     | 0 | 6                            | 0    | 8     | 0 | 0                            | 0    | 0     | 0 | 83    | 906           |
| 12:35 PM                        | 6                      | 23   | 0     | 0 | 0                      | 30   | 3     | 0 | 7                            | 0    | 6     | 0 | 0                            | 0    | 0     | 0 | 75    | 919           |
| 12:40 PM                        | 9                      | 31   | 0     | 0 | 0                      | 27   | 6     | 0 | 3                            | 0    | 6     | 0 | 0                            | 0    | 0     | 0 | 82    | 927           |
| 12:45 PM                        | 6                      | 21   | 0     | 0 | 0                      | 31   | 4     | 0 | 7                            | 0    | 9     | 0 | 0                            | 0    | 0     | 0 | 78    | 938           |
| 12:50 PM                        | 9                      | 28   | 0     | 0 | 0                      | 31   | 4     | 0 | 2                            | 0    | 7     | 0 | 0                            | 0    | 0     | 0 | 81    | 938           |
| 12:55 PM                        | 7                      | 31   | 0     | 0 | 0                      | 38   | 5     | 0 | 8                            | 0    | 6     | 0 | 0                            | 0    | 0     | 0 | 95    | 961           |
| 1:00 PM                         | 3                      | 21   | 0     | 0 | 0                      | 28   | 8     | 0 | 1                            | 0    | 10    | 0 | 0                            | 0    | 0     | 0 | 71    | 954           |
| 1:05 PM                         | 10                     | 24   | 0     | 0 | 0                      | 24   | 5     | 0 | 4                            | 0    | 11    | 0 | 0                            | 0    | 0     | 0 | 78    | 944           |
| 1:10 PM                         | 8                      | 37   | 0     | 0 | 0                      | 20   | 7     | 0 | 6                            | 0    | 6     | 0 | 0                            | 0    | 0     | 0 | 84    | 961           |
| 1:15 PM                         | 5                      | 29   | 0     | 0 | 0                      | 23   | 10    | 0 | 8                            | 0    | 7     | 0 | 0                            | 0    | 0     | 0 | 82    | 977           |
| 1:20 PM                         | 10                     | 32   | 0     | 0 | 0                      | 33   | 5     | 0 | 5                            | 0    | 11    | 0 | 0                            | 0    | 0     | 0 | 96    | 987           |
| 1:25 PM                         | 7                      | 13   | 0     | 0 | 0                      | 24   | 4     | 0 | 3                            | 0    | 6     | 0 | 0                            | 0    | 0     | 0 | 57    | 962           |
| 1:30 PM                         | 5                      | 23   | 0     | 0 | 0                      | 20   | 6     | 0 | 5                            | 0    | 4     | 0 | 0                            | 0    | 0     | 0 | 63    | 942           |
| 1:35 PM                         | 12                     | 24   | 0     | 0 | 0                      | 15   | 5     | 0 | 6                            | 0    | 11    | 0 | 0                            | 0    | 0     | 0 | 73    | 940           |
| 1:40 PM                         | 4                      | 35   | 0     | 0 | 0                      | 39   | 6     | 0 | 8                            | 0    | 5     | 0 | 0                            | 0    | 0     | 0 | 97    | 955           |
| 1:45 PM                         | 4                      | 30   | 0     | 0 | 0                      | 20   | 5     | 0 | 1                            | 0    | 3     | 0 | 0                            | 0    | 0     | 0 | 63    | 940           |
| 1:50 PM                         | 8                      | 17   | 0     | 0 | 0                      | 22   | 3     | 0 | 6                            | 0    | 10    | 0 | 0                            | 0    | 0     | 0 | 66    | 925           |
| 1:55 PM                         | 8                      | 32   | 0     | 0 | 0                      | 34   | 4     | 0 | 2                            | 0    | 9     | 0 | 0                            | 0    | 0     | 0 | 89    | 919           |
| 2:00 PM                         | 4                      | 35   | 0     | 0 | 0                      | 29   | 9     | 0 | 6                            | 0    | 6     | 0 | 0                            | 0    | 0     | 0 | 89    | 937           |
| 2:05 PM                         | 7                      | 17   | 0     | 0 | 0                      | 35   | 8     | 0 | 6                            | 0    | 6     | 0 | 0                            | 0    | 0     | 0 | 79    | 938           |
| 2:10 PM                         | 8                      | 28   | 0     | 0 | 0                      | 39   | 5     | 0 | 5                            | 0    | 8     | 0 | 0                            | 0    | 0     | 0 | 93    | 947           |
| 2:15 PM                         | 6                      | 23   | 0     | 0 | 0                      | 26   | 12    | 0 | 12                           | 0    | 4     | 0 | 0                            | 0    | 0     | 0 | 83    | 948           |
| 2:20 PM                         | 5                      | 25   | 0     | 0 | 0                      | 23   | 10    | 0 | 7                            | 0    | 7     | 0 | 0                            | 0    | 0     | 0 | 77    | 929           |
| 2:25 PM                         | 10                     | 45   | 0     | 0 | 0                      | 26   | 6     | 0 | 4                            | 0    | 13    | 0 | 0                            | 0    | 0     | 0 | 104   | 976           |
| 2:30 PM                         | 8                      | 25   | 0     | 0 | 0                      | 38   | 4     | 0 | 9                            | 0    | 5     | 0 | 0                            | 0    | 0     | 0 | 89    | 1002          |
| 2:35 PM                         | 8                      | 27   | 0     | 0 | 0                      | 28   | 4     | 0 | 7                            | 0    | 7     | 0 | 0                            | 0    | 0     | 0 | 81    | 1010          |
| 2:40 PM                         | 3                      | 36   | 0     | 0 | 0                      | 26   | 5     | 0 | 7                            | 0    | 6     | 0 | 0                            | 0    | 0     | 0 | 83    | 996           |
| 2:45 PM                         | 7                      | 32   | 0     | 0 | 0                      | 19   | 6     | 0 | 5                            | 0    | 6     | 0 | 0                            | 0    | 0     | 0 | 75    | 1008          |
| 2:50 PM                         | 7                      | 37   | 0     | 0 | 0                      | 16   | 6     | 0 | 6                            | 0    | 5     | 0 | 0                            | 0    | 0     | 0 | 77    | 1019          |
| 2:55 PM                         | 2                      | 37   | 0     | 0 | 0                      | 26   | 6     | 0 | 3                            | 0    | 6     | 0 | 0                            | 0    | 0     | 0 | 80    | 1010          |
| 3:00 PM                         | 6                      | 26   | 0     | 0 | 0                      | 26   | 4     | 0 | 4                            | 0    | 9     | 0 | 0                            | 0    | 0     | 0 | 75    | 996           |
| 3:05 PM                         | 7                      | 33   | 0     | 0 | 0                      | 29   | 4     | 0 | 3                            | 0    | 2     | 0 | 0                            | 0    | 0     | 0 | 78    | 995           |
| 3:10 PM                         | 8                      | 28   | 0     | 0 | 0                      | 31   | 4     | 0 | 5                            | 0    | 9     | 0 | 0                            | 0    | 0     | 0 | 85    | 987           |
| 3:15 PM                         | 6                      | 27   | 0     | 0 | 0                      | 55   | 6     | 0 | 4                            | 0    | 2     | 0 | 0                            | 0    | 0     | 0 | 100   | 1004          |
| 3:20 PM                         | 7                      | 29   | 0     | 0 | 0                      | 31   | 4     | 0 | 8                            | 0    | 10    | 0 | 0                            | 0    | 0     | 0 | 89    | 1016          |
| 3:25 PM                         | 11                     | 18   | 0     | 0 | 0                      | 23   | 4     | 0 | 3                            | 0    | 5     | 0 | 0                            | 0    | 0     | 0 | 64    | 976           |
| 3:30 PM                         | 5                      | 25   | 0     | 0 | 0                      | 24   | 3     | 0 | 7                            | 0    | 5     | 0 | 0                            | 0    | 0     | 0 | 69    | 956           |
| 3:35 PM                         | 8                      | 26   | 0     | 0 | 0                      | 39   | 5     | 0 | 6                            | 0    | 8     | 0 | 0                            | 0    | 0     | 0 | 92    | 967           |
| 3:40 PM                         | 8                      | 39   | 0     | 0 | 0                      | 21   | 11    | 0 | 5                            | 0    | 6     | 0 | 0                            | 0    | 0     | 0 | 90    | 974           |
| 3:45 PM                         | 3                      | 29   | 0     | 0 | 0                      | 33   | 5     | 0 | 12                           | 0    | 7     | 0 | 0                            | 0    | 0     | 0 | 89    | 988           |
| 3:50 PM                         | 10                     | 29   | 0     | 0 | 0                      | 26   | 2     | 0 | 5                            | 0    | 8     | 0 | 0                            | 0    | 0     | 0 | 80    | 991           |
| 3:55 PM                         | 4                      | 21   | 0     | 0 | 0                      | 27   | 7     | 0 | 4                            | 0    | 6     | 0 | 0                            | 0    | 0     | 0 | 69    | 980           |
| 4:00 PM                         | 4                      | 30   | 0     | 0 | 0                      | 38   | 7     | 0 | 4                            | 0    | 5     | 0 | 0                            | 0    | 0     | 0 | 88    | 993           |
| 4:05 PM                         | 7                      | 27   | 0     | 0 | 0                      | 52   | 6     | 0 | 3                            | 0    | 9     | 0 | 0                            | 0    | 0     | 0 | 104   | 1019          |
| 4:10 PM                         | 6                      | 31   | 0     | 0 | 0                      | 34   | 4     | 0 | 6                            | 0    | 7     | 0 | 0                            | 0    | 0     | 0 | 88    | 1022          |
| 4:15 PM                         | 1                      | 19   | 0     | 0 | 0                      | 36   | 8     | 0 | 4                            | 0    | 4     | 0 | 0                            | 0    | 0     | 0 | 72    | 994           |
| 4:20 PM                         | 3                      | 27   | 0     | 0 | 0                      | 35   | 8     | 0 | 2                            | 0    | 6     | 0 | 0                            | 0    | 0     | 0 | 81    | 986           |
| 4:25 PM                         | 4                      | 26   | 0     | 0 | 0                      | 36   | 5     | 0 | 5                            | 0    | 10    | 0 | 0                            | 0    | 0     | 0 | 86    | 1008          |
| 4:30 PM                         | 9                      | 24   | 0     | 0 | 0                      | 26   | 3     | 0 | 6                            | 0    | 3     | 0 | 0                            | 0    | 0     | 0 | 71    | 1010          |
| 4:35 PM                         | 7                      | 19   | 0     | 0 | 0                      | 28   | 9     | 0 | 7                            | 0    | 6     | 0 | 0                            | 0    | 0     | 0 | 76    | 994           |
| 4:40 PM                         | 4                      | 33   | 0     | 0 | 0                      | 18   | 5     | 0 | 7                            | 0    | 6     | 0 | 0                            | 0    | 0     | 0 | 73    | 977           |
| 4:45 PM                         | 5                      | 25   | 0     | 0 | 0                      | 19   | 5     | 0 | 6                            | 0    | 5     | 0 | 0                            | 0    | 0     | 0 | 65    | 953           |
| 4:50 PM                         | 5                      | 22   | 0     | 0 | 0                      | 18   | 4     | 0 | 3                            | 0    | 8     | 0 | 0                            | 0    | 0     | 0 | 60    | 933           |
| 4:55 PM                         | 2                      | 23   | 0     | 0 | 0                      | 34   | 12    | 0 | 5                            | 0    | 2     | 0 | 0                            | 0    | 0     | 0 | 78    | 942           |
| 5:00 PM                         | 6                      | 22   | 0     | 0 | 0                      | 41   | 3     | 0 | 6                            | 0    | 9     | 0 | 0                            | 0    | 0     | 0 | 87    | 941           |
| 5:05 PM                         | 7                      | 28   | 0     | 0 | 0                      | 27   | 5     | 0 | 2                            | 0    | 8     | 0 | 0                            | 0    | 0     | 0 | 77    | 914           |
| 5:10 PM                         | 6                      | 20   | 0     | 0 | 0                      | 31   | 1     | 0 | 4                            | 0    | 7     | 0 | 0                            | 0    | 0     | 0 | 69    | 895           |
| 5:15 PM                         | 5                      | 24   | 0     | 0 | 0                      | 28   | 12    | 0 | 4                            | 0    | 5     | 0 | 0                            | 0    | 0     | 0 | 78    | 901           |
| 5:20 PM                         | 3                      | 30   | 0     | 0 | 0                      | 29   | 3     | 0 | 4                            | 0    | 7     | 0 | 0                            | 0    | 0     | 0 | 76    | 896           |
| 5:25 PM                         | 4                      | 21   | 0     | 0 | 0                      | 25   | 8     | 0 | 2                            | 0    | 8     | 0 | 0                            | 0    | 0     | 0 | 68    | 878           |
| 5:30 PM                         | 7                      | 40   | 0     | 0 | 0                      | 30   | 3     | 0 | 5                            | 0    | 8     | 0 | 0                            | 0    | 0     | 0 | 93    | 900           |
| 5:35 PM                         | 7                      | 36   | 0     | 0 | 0                      | 31   | 8     | 0 | 7                            | 0    | 4     | 0 | 0                            | 0    | 0     | 0 | 93    | 917           |
| 5:40 PM                         | 8                      | 31   | 0     | 0 | 0                      | 22   | 1     | 0 | 5                            | 0    | 9     | 0 | 0                            | 0    | 0     | 0 | 76    | 920           |
| 5:45 PM                         | 7                      | 29   | 0     | 0 | 0                      | 17   | 2     | 0 | 7                            | 0    | 3     | 0 | 0                            | 0    | 0     | 0 | 65    | 920           |

| 5-Min Count<br>Period<br>Beginning At | 5 - SR-20<br>(Northbound) |      |       |   | 5 - SR-20<br>(Southbound) |      |       |   | R Pomo Pumps Dwy<br>(Eastbound) |      |       |   | R Pomo Pumps Dwy<br>(Westbound) |      |       |   | Total | Hourly<br>Totals |
|---------------------------------------|---------------------------|------|-------|---|---------------------------|------|-------|---|---------------------------------|------|-------|---|---------------------------------|------|-------|---|-------|------------------|
|                                       | Left                      | Thru | Right | U | Left                      | Thru | Right | U | Left                            | Thru | Right | U | Left                            | Thru | Right | U |       |                  |
| 5:50 PM                               | 4                         | 26   | 0     | 0 | 0                         | 24   | 8     | 0 | 6                               | 0    | 5     | 0 | 0                               | 0    | 0     | 0 | 73    | 933              |
| 5:55 PM                               | 1                         | 28   | 0     | 0 | 0                         | 22   | 9     | 0 | 1                               | 0    | 9     | 0 | 0                               | 0    | 0     | 0 | 70    | 925              |
| 6:00 PM                               | 5                         | 28   | 0     | 0 | 0                         | 25   | 3     | 0 | 3                               | 0    | 8     | 0 | 0                               | 0    | 0     | 0 | 72    | 910              |
| 6:05 PM                               | 7                         | 19   | 0     | 0 | 0                         | 20   | 5     | 0 | 7                               | 0    | 3     | 0 | 0                               | 0    | 0     | 0 | 61    | 894              |
| 6:10 PM                               | 5                         | 17   | 0     | 0 | 0                         | 22   | 8     | 0 | 4                               | 0    | 5     | 0 | 0                               | 0    | 0     | 0 | 61    | 886              |
| 6:15 PM                               | 7                         | 27   | 0     | 0 | 0                         | 21   | 8     | 0 | 4                               | 0    | 8     | 0 | 0                               | 0    | 0     | 0 | 75    | 883              |
| 6:20 PM                               | 5                         | 17   | 0     | 0 | 0                         | 18   | 8     | 0 | 7                               | 0    | 9     | 0 | 0                               | 0    | 0     | 0 | 64    | 871              |
| 6:25 PM                               | 3                         | 21   | 0     | 0 | 0                         | 19   | 6     | 0 | 6                               | 0    | 6     | 0 | 0                               | 0    | 0     | 0 | 61    | 864              |
| 6:30 PM                               | 4                         | 17   | 0     | 0 | 0                         | 27   | 5     | 0 | 5                               | 0    | 9     | 0 | 0                               | 0    | 0     | 0 | 67    | 838              |
| 6:35 PM                               | 4                         | 15   | 0     | 0 | 0                         | 18   | 5     | 0 | 2                               | 0    | 5     | 0 | 0                               | 0    | 0     | 0 | 49    | 794              |
| 6:40 PM                               | 4                         | 23   | 0     | 0 | 0                         | 20   | 6     | 0 | 3                               | 0    | 5     | 0 | 0                               | 0    | 0     | 0 | 61    | 779              |
| 6:45 PM                               | 2                         | 12   | 0     | 0 | 0                         | 16   | 5     | 0 | 4                               | 0    | 5     | 0 | 0                               | 0    | 0     | 0 | 44    | 758              |
| 6:50 PM                               | 1                         | 17   | 0     | 0 | 0                         | 21   | 3     | 0 | 3                               | 0    | 6     | 0 | 0                               | 0    | 0     | 0 | 51    | 736              |
| 6:55 PM                               | 5                         | 24   | 0     | 0 | 0                         | 15   | 4     | 0 | 3                               | 0    | 3     | 0 | 0                               | 0    | 0     | 0 | 54    | 720              |
| 7:00 PM                               | 4                         | 20   | 0     | 0 | 0                         | 23   | 1     | 0 | 2                               | 0    | 4     | 0 | 0                               | 0    | 0     | 0 | 54    | 702              |
| 7:05 PM                               | 4                         | 25   | 0     | 0 | 0                         | 25   | 3     | 0 | 4                               | 0    | 4     | 0 | 0                               | 0    | 0     | 0 | 65    | 706              |
| 7:10 PM                               | 3                         | 39   | 0     | 0 | 0                         | 30   | 10    | 0 | 3                               | 0    | 3     | 0 | 0                               | 0    | 0     | 0 | 88    | 733              |
| 7:15 PM                               | 6                         | 25   | 0     | 0 | 0                         | 20   | 4     | 0 | 3                               | 0    | 8     | 0 | 0                               | 0    | 0     | 0 | 66    | 724              |
| 7:20 PM                               | 3                         | 22   | 0     | 0 | 0                         | 13   | 6     | 0 | 3                               | 0    | 9     | 0 | 0                               | 0    | 0     | 0 | 56    | 716              |
| 7:25 PM                               | 1                         | 19   | 0     | 0 | 0                         | 24   | 6     | 0 | 0                               | 0    | 5     | 0 | 0                               | 0    | 0     | 0 | 55    | 710              |
| 7:30 PM                               | 11                        | 25   | 0     | 0 | 0                         | 14   | 7     | 0 | 2                               | 0    | 9     | 0 | 0                               | 0    | 0     | 0 | 68    | 711              |
| 7:35 PM                               | 2                         | 12   | 0     | 0 | 0                         | 16   | 3     | 0 | 3                               | 0    | 6     | 0 | 0                               | 0    | 0     | 0 | 42    | 704              |
| 7:40 PM                               | 5                         | 21   | 0     | 0 | 0                         | 11   | 2     | 0 | 8                               | 0    | 4     | 0 | 0                               | 0    | 0     | 0 | 51    | 694              |
| 7:45 PM                               | 4                         | 16   | 0     | 0 | 0                         | 26   | 4     | 0 | 4                               | 0    | 1     | 0 | 0                               | 0    | 0     | 0 | 55    | 705              |
| 7:50 PM                               | 2                         | 9    | 0     | 0 | 0                         | 18   | 4     | 0 | 5                               | 0    | 4     | 0 | 0                               | 0    | 0     | 0 | 42    | 696              |
| 7:55 PM                               | 5                         | 12   | 0     | 0 | 0                         | 23   | 2     | 0 | 4                               | 0    | 5     | 0 | 0                               | 0    | 0     | 0 | 51    | 693              |
| 8:00 PM                               | 2                         | 18   | 0     | 0 | 0                         | 23   | 2     | 0 | 1                               | 0    | 5     | 0 | 0                               | 0    | 0     | 0 | 51    | 690              |
| 8:05 PM                               | 5                         | 16   | 0     | 0 | 0                         | 18   | 4     | 0 | 2                               | 0    | 2     | 0 | 0                               | 0    | 0     | 0 | 47    | 672              |
| 8:10 PM                               | 3                         | 25   | 0     | 0 | 0                         | 24   | 3     | 0 | 7                               | 0    | 4     | 0 | 0                               | 0    | 0     | 0 | 66    | 650              |
| 8:15 PM                               | 3                         | 15   | 0     | 0 | 0                         | 20   | 0     | 0 | 2                               | 0    | 4     | 0 | 0                               | 0    | 0     | 0 | 44    | 628              |
| 8:20 PM                               | 1                         | 17   | 0     | 0 | 0                         | 20   | 5     | 0 | 4                               | 0    | 3     | 0 | 0                               | 0    | 0     | 0 | 50    | 622              |
| 8:25 PM                               | 2                         | 13   | 0     | 0 | 0                         | 17   | 9     | 0 | 1                               | 0    | 2     | 0 | 0                               | 0    | 0     | 0 | 44    | 611              |
| 8:30 PM                               | 3                         | 9    | 0     | 0 | 0                         | 20   | 1     | 0 | 4                               | 0    | 2     | 0 | 0                               | 0    | 0     | 0 | 39    | 582              |
| 8:35 PM                               | 5                         | 18   | 0     | 0 | 0                         | 12   | 4     | 0 | 1                               | 0    | 5     | 0 | 0                               | 0    | 0     | 0 | 45    | 585              |
| 8:40 PM                               | 5                         | 9    | 0     | 0 | 0                         | 28   | 3     | 0 | 4                               | 0    | 4     | 0 | 0                               | 0    | 0     | 0 | 53    | 587              |
| 8:45 PM                               | 4                         | 15   | 0     | 0 | 0                         | 21   | 4     | 0 | 5                               | 0    | 3     | 0 | 0                               | 0    | 0     | 0 | 52    | 584              |
| 8:50 PM                               | 4                         | 11   | 0     | 0 | 0                         | 9    | 10    | 0 | 6                               | 0    | 6     | 0 | 0                               | 0    | 0     | 0 | 46    | 588              |
| 8:55 PM                               | 2                         | 13   | 0     | 0 | 0                         | 14   | 2     | 0 | 2                               | 0    | 4     | 0 | 0                               | 0    | 0     | 0 | 37    | 574              |
| 9:00 PM                               | 4                         | 15   | 0     | 0 | 0                         | 14   | 2     | 0 | 2                               | 0    | 6     | 0 | 0                               | 0    | 0     | 0 | 43    | 566              |
| 9:05 PM                               | 4                         | 14   | 0     | 0 | 0                         | 13   | 5     | 0 | 4                               | 0    | 2     | 0 | 0                               | 0    | 0     | 0 | 42    | 561              |
| 9:10 PM                               | 2                         | 9    | 0     | 0 | 0                         | 13   | 0     | 0 | 1                               | 0    | 3     | 0 | 0                               | 0    | 0     | 0 | 28    | 523              |
| 9:15 PM                               | 3                         | 7    | 0     | 0 | 0                         | 13   | 5     | 0 | 3                               | 0    | 2     | 0 | 0                               | 0    | 0     | 0 | 33    | 512              |
| 9:20 PM                               | 5                         | 13   | 0     | 0 | 0                         | 13   | 7     | 0 | 1                               | 0    | 6     | 0 | 0                               | 0    | 0     | 0 | 45    | 507              |
| 9:25 PM                               | 2                         | 15   | 0     | 0 | 0                         | 14   | 1     | 0 | 4                               | 0    | 3     | 0 | 0                               | 0    | 0     | 0 | 39    | 502              |
| 9:30 PM                               | 2                         | 17   | 0     | 0 | 0                         | 20   | 4     | 0 | 0                               | 0    | 3     | 0 | 0                               | 0    | 0     | 0 | 46    | 509              |
| 9:35 PM                               | 0                         | 10   | 0     | 0 | 0                         | 8    | 3     | 0 | 4                               | 0    | 2     | 0 | 0                               | 0    | 0     | 0 | 27    | 491              |
| 9:40 PM                               | 2                         | 12   | 0     | 0 | 0                         | 19   | 3     | 0 | 1                               | 0    | 2     | 0 | 0                               | 0    | 0     | 0 | 39    | 477              |
| 9:45 PM                               | 4                         | 8    | 0     | 0 | 0                         | 13   | 3     | 0 | 3                               | 0    | 2     | 0 | 0                               | 0    | 0     | 0 | 33    | 458              |
| 9:50 PM                               | 2                         | 14   | 0     | 0 | 0                         | 9    | 2     | 0 | 1                               | 0    | 3     | 0 | 0                               | 0    | 0     | 0 | 31    | 443              |
| 9:55 PM                               | 3                         | 10   | 0     | 0 | 0                         | 9    | 2     | 0 | 1                               | 0    | 0     | 0 | 0                               | 0    | 0     | 0 | 25    | 431              |
| 10:00 PM                              | 0                         | 8    | 0     | 0 | 0                         | 7    | 4     | 0 | 2                               | 0    | 4     | 0 | 0                               | 0    | 0     | 0 | 25    | 413              |
| 10:05 PM                              | 2                         | 8    | 0     | 0 | 0                         | 17   | 3     | 0 | 3                               | 0    | 2     | 0 | 0                               | 0    | 0     | 0 | 35    | 406              |
| 10:10 PM                              | 2                         | 10   | 0     | 0 | 0                         | 14   | 3     | 0 | 2                               | 0    | 1     | 0 | 0                               | 0    | 0     | 0 | 32    | 410              |
| 10:15 PM                              | 6                         | 14   | 0     | 0 | 0                         | 9    | 1     | 0 | 1                               | 0    | 2     | 0 | 0                               | 0    | 0     | 0 | 33    | 410              |
| 10:20 PM                              | 0                         | 8    | 0     | 0 | 0                         | 11   | 1     | 0 | 4                               | 0    | 2     | 0 | 0                               | 0    | 0     | 0 | 26    | 391              |
| 10:25 PM                              | 2                         | 10   | 0     | 0 | 0                         | 17   | 3     | 0 | 1                               | 0    | 2     | 0 | 0                               | 0    | 0     | 0 | 35    | 387              |
| 10:30 PM                              | 0                         | 2    | 0     | 0 | 0                         | 10   | 7     | 0 | 2                               | 0    | 2     | 0 | 0                               | 0    | 0     | 0 | 23    | 364              |
| 10:35 PM                              | 2                         | 8    | 0     | 0 | 0                         | 10   | 2     | 0 | 0                               | 0    | 4     | 0 | 0                               | 0    | 0     | 0 | 26    | 363              |
| 10:40 PM                              | 1                         | 3    | 0     | 0 | 0                         | 12   | 1     | 0 | 1                               | 0    | 3     | 0 | 0                               | 0    | 0     | 0 | 21    | 345              |
| 10:45 PM                              | 0                         | 3    | 0     | 0 | 0                         | 5    | 0     | 0 | 1                               | 0    | 1     | 0 | 0                               | 0    | 0     | 0 | 10    | 322              |
| 10:50 PM                              | 3                         | 10   | 0     | 0 | 0                         | 9    | 1     | 0 | 1                               | 0    | 1     | 0 | 0                               | 0    | 0     | 0 | 25    | 316              |
| 10:55 PM                              | 1                         | 8    | 0     | 0 | 0                         | 5    | 0     | 0 | 1                               | 0    | 1     | 0 | 0                               | 0    | 0     | 0 | 16    | 307              |
| 11:00 PM                              | 2                         | 8    | 0     | 0 | 0                         | 4    | 2     | 0 | 0                               | 0    | 0     | 0 | 0                               | 0    | 0     | 0 | 16    | 298              |
| 11:05 PM                              | 3                         | 6    | 0     | 0 | 0                         | 9    | 0     | 0 | 4                               | 0    | 1     | 0 | 0                               | 0    | 0     | 0 | 23    | 286              |
| 11:10 PM                              | 1                         | 3    | 0     | 0 | 0                         | 7    | 0     | 0 | 1                               | 0    | 0     | 0 | 0                               | 0    | 0     | 0 | 12    | 266              |
| 11:15 PM                              | 0                         | 4    | 0     | 0 | 0                         | 8    | 0     | 0 | 2                               | 0    | 0     | 0 | 0                               | 0    | 0     | 0 | 14    | 247              |
| 11:20 PM                              | 0                         | 9    | 0     | 0 | 0                         | 7    | 3     | 0 | 2                               | 0    | 1     | 0 | 0                               | 0    | 0     | 0 | 22    | 243              |
| 11:25 PM                              | 3                         | 6    | 0     | 0 | 0                         | 5    | 3     | 0 | 1                               | 0    | 0     | 0 | 0                               | 0    | 0     | 0 | 18    | 226              |
| 11:30 PM                              | 0                         | 6    | 0     | 0 | 0                         | 8    | 2     | 0 | 3                               | 0    | 2     | 0 | 0                               | 0    | 0     | 0 | 21    | 224              |
| 11:35 PM                              | 1                         | 5    | 0     | 0 | 0                         | 6    | 1     | 0 | 0                               | 0    | 1     | 0 | 0                               | 0    | 0     | 0 | 14    | 212              |
| 11:40 PM                              | 3                         | 2    | 0     | 0 | 0                         | 8    | 0     | 0 | 0                               | 0    | 1     | 0 | 0                               | 0    | 0     | 0 | 14    | 205              |
| 11:45 PM                              | 2                         | 4    | 0     | 0 | 0                         | 4    | 0     | 0 | 2                               | 0    | 0     | 0 | 0                               | 0    | 0     | 0 | 12    | 207              |
| 11:50 PM                              | 2                         | 7    | 0     | 0 | 0                         | 10   | 3     | 0 | 3                               | 0    | 1     | 0 | 0                               | 0    | 0     | 0 | 26    | 208              |
| 11:55 PM                              | 1                         | 5    | 0     | 0 | 0                         | 9    | 1     | 0 | 0                               | 0    | 2     | 0 | 0                               | 0    | 0     | 0 | 18    | 210              |
| Peak 15-Min<br>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                        | 352  | 0     | 0 | 0                         | 496  | 68    | 0 | 52                              | 0    | 84    | 0 | 0                               | 0    | 0     | 0 | 1120  |                  |
| Heavy Trucks                          | 0                         | 20   | 0     | 0 | 0                         | 24   | 8     | 0 | 0                               | 0    | 4     | 0 | 0                               | 0    | 0     | 0 | 56    |                  |
| Buses                                 |                           |      |       |   |                           |      |       |   |                                 |      |       |   |                                 |      |       |   | 0     |                  |
| Pedestrians                           |                           | 0    |       |   |                           | 0    |       |   |                                 | 0    |       |   |                                 | 0    |       |   | 0     |                  |
| Bicycles                              |                           | 4    | 0     |   |                           | 0    | 0     | 0 |                                 | 0    | 0     | 0 |                                 | 0    | 0     | 0 | 4     |                  |
| Scoters                               |                           |      |       |   |                           |      |       |   |                                 |      |       |   |                                 |      |       |   |       |                  |

Comments:

**LOCATION:** 6 - SR-20 -- Pyle Rd/Nice-Lucerne Cutoff  
**CITY/STATE:** Nice, CA

**QC JOB #:** 17073006  
**DATE:** Fri, Aug 22 2025



| 5-Min Count Period Beginning At | 6 - SR-20 (Northbound) |      |       |   | 6 - SR-20 (Southbound) |      |       |   | Pyle Rd/Nice-Lucerne Cutoff (Eastbound) |      |       |   | Pyle Rd/Nice-Lucerne Cutoff (Westbound) |      |       |   | Total | Hourly Totals |
|---------------------------------|------------------------|------|-------|---|------------------------|------|-------|---|---|------|-------|---|---|------|-------|---|-------|---------------|
|                                 | Left                   | Thru | Right | U | Left                   | Thru | Right | U | Left                                    | Thru | Right | U | Left                                    | Thru | Right | U |       |               |
| 12:00 AM                        | 1                      | 0    | 1     | 0 | 0                      | 0    | 1     | 0 | 1                                       | 0    | 1     | 0 | 0                                       | 0    | 0     | 0 | 5     |               |
| 12:05 AM                        | 0                      | 2    | 0     | 0 | 0                      | 6    | 1     | 0 | 0                                       | 0    | 2     | 0 | 0                                       | 0    | 0     | 0 | 11    |               |
| 12:10 AM                        | 1                      | 1    | 0     | 0 | 0                      | 6    | 0     | 0 | 0                                       | 0    | 0     | 0 | 0                                       | 0    | 0     | 0 | 8     |               |
| 12:15 AM                        | 1                      | 0    | 0     | 0 | 0                      | 2    | 0     | 0 | 0                                       | 3    | 0     | 0 | 0                                       | 0    | 0     | 0 | 6     |               |
| 12:20 AM                        | 0                      | 2    | 0     | 0 | 0                      | 3    | 0     | 0 | 0                                       | 0    | 0     | 2 | 0                                       | 0    | 0     | 0 | 7     |               |
| 12:25 AM                        | 2                      | 3    | 0     | 0 | 0                      | 5    | 1     | 0 | 0                                       | 0    | 0     | 2 | 0                                       | 0    | 0     | 0 | 13    |               |
| 12:30 AM                        | 0                      | 3    | 0     | 0 | 0                      | 4    | 1     | 0 | 0                                       | 0    | 0     | 0 | 0                                       | 0    | 0     | 0 | 8     |               |
| 12:35 AM                        | 0                      | 2    | 0     | 0 | 0                      | 4    | 1     | 0 | 0                                       | 0    | 0     | 0 | 0                                       | 0    | 0     | 0 | 7     |               |
| 12:40 AM                        | 0                      | 2    | 0     | 0 | 0                      | 2    | 0     | 0 | 0                                       | 1    | 0     | 1 | 0                                       | 0    | 0     | 0 | 6     |               |
| 12:45 AM                        | 1                      | 1    | 0     | 0 | 0                      | 3    | 0     | 0 | 0                                       | 0    | 0     | 1 | 0                                       | 0    | 0     | 0 | 6     |               |
| 12:50 AM                        | 0                      | 3    | 0     | 0 | 0                      | 3    | 0     | 0 | 0                                       | 1    | 0     | 0 | 0                                       | 0    | 0     | 0 | 7     |               |
| 12:55 AM                        | 2                      | 2    | 0     | 0 | 0                      | 3    | 0     | 0 | 0                                       | 1    | 0     | 1 | 0                                       | 0    | 0     | 0 | 9     | 93            |
| 1:00 AM                         | 0                      | 1    | 0     | 0 | 0                      | 1    | 1     | 0 | 0                                       | 2    | 0     | 2 | 0                                       | 0    | 0     | 0 | 7     | 95            |
| 1:05 AM                         | 0                      | 0    | 0     | 0 | 0                      | 2    | 0     | 0 | 0                                       | 0    | 0     | 1 | 0                                       | 0    | 0     | 1 | 4     | 88            |
| 1:10 AM                         | 0                      | 0    | 0     | 0 | 1                      | 3    | 1     | 0 | 0                                       | 0    | 0     | 0 | 0                                       | 0    | 1     | 0 | 6     | 86            |
| 1:15 AM                         | 0                      | 2    | 0     | 0 | 0                      | 3    | 2     | 0 | 0                                       | 0    | 0     | 1 | 0                                       | 0    | 0     | 0 | 9     | 89            |
| 1:20 AM                         | 0                      | 1    | 0     | 0 | 0                      | 0    | 1     | 0 | 0                                       | 1    | 0     | 1 | 0                                       | 0    | 0     | 0 | 4     | 86            |
| 1:25 AM                         | 0                      | 1    | 0     | 0 | 0                      | 2    | 0     | 0 | 0                                       | 0    | 0     | 0 | 0                                       | 0    | 0     | 0 | 3     | 76            |
| 1:30 AM                         | 0                      | 2    | 0     | 0 | 0                      | 6    | 0     | 0 | 0                                       | 1    | 0     | 0 | 0                                       | 0    | 0     | 0 | 9     | 77            |
| 1:35 AM                         | 2                      | 1    | 0     | 0 | 1                      | 0    | 0     | 0 | 0                                       | 0    | 0     | 0 | 0                                       | 0    | 0     | 0 | 4     | 74            |
| 1:40 AM                         | 0                      | 3    | 0     | 0 | 0                      | 2    | 0     | 0 | 0                                       | 1    | 0     | 0 | 0                                       | 0    | 0     | 0 | 6     | 74            |
| 1:45 AM                         | 0                      | 2    | 0     | 0 | 0                      | 2    | 0     | 0 | 0                                       | 0    | 0     | 0 | 0                                       | 0    | 0     | 0 | 4     | 72            |
| 1:50 AM                         | 3                      | 2    | 0     | 0 | 0                      | 1    | 1     | 0 | 0                                       | 0    | 0     | 1 | 0                                       | 0    | 0     | 1 | 9     | 74            |
| 1:55 AM                         | 0                      | 2    | 0     | 0 | 0                      | 1    | 0     | 0 | 0                                       | 0    | 0     | 2 | 0                                       | 0    | 0     | 0 | 5     | 70            |
| 2:00 AM                         | 0                      | 0    | 0     | 0 | 0                      | 0    | 0     | 0 | 0                                       | 0    | 0     | 2 | 0                                       | 0    | 0     | 0 | 2     | 65            |
| 2:05 AM                         | 1                      | 1    | 0     | 0 | 0                      | 2    | 0     | 0 | 0                                       | 0    | 1     | 0 | 0                                       | 0    | 0     | 0 | 5     | 66            |
| 2:10 AM                         | 0                      | 1    | 0     | 0 | 0                      | 1    | 0     | 0 | 0                                       | 0    | 0     | 1 | 0                                       | 0    | 0     | 0 | 3     | 63            |
| 2:15 AM                         | 0                      | 4    | 0     | 0 | 0                      | 1    | 0     | 0 | 0                                       | 0    | 0     | 1 | 0                                       | 0    | 0     | 0 | 6     | 60            |
| 2:20 AM                         | 0                      | 1    | 0     | 0 | 0                      | 1    | 1     | 0 | 0                                       | 0    | 0     | 2 | 0                                       | 0    | 0     | 1 | 6     | 62            |
| 2:25 AM                         | 0                      | 1    | 0     | 0 | 1                      | 4    | 1     | 0 | 0                                       | 0    | 0     | 0 | 0                                       | 0    | 0     | 0 | 7     | 66            |
| 2:30 AM                         | 0                      | 4    | 0     | 0 | 0                      | 2    | 2     | 0 | 0                                       | 0    | 0     | 0 | 0                                       | 0    | 0     | 0 | 8     | 65            |
| 2:35 AM                         | 0                      | 4    | 0     | 0 | 0                      | 2    | 0     | 0 | 0                                       | 0    | 0     | 0 | 0                                       | 0    | 0     | 0 | 6     | 67            |
| 2:40 AM                         | 0                      | 0    | 0     | 0 | 0                      | 0    | 0     | 0 | 0                                       | 1    | 0     | 1 | 0                                       | 0    | 0     | 0 | 2     | 63            |
| 2:45 AM                         | 2                      | 2    | 0     | 0 | 0                      | 1    | 1     | 0 | 0                                       | 0    | 0     | 0 | 0                                       | 0    | 0     | 0 | 6     | 65            |
| 2:50 AM                         | 0                      | 2    | 0     | 0 | 0                      | 3    | 0     | 0 | 0                                       | 0    | 0     | 0 | 0                                       | 0    | 0     | 0 | 5     | 61            |
| 2:55 AM                         | 0                      | 4    | 0     | 0 | 0                      | 3    | 0     | 0 | 0                                       | 0    | 0     | 0 | 0                                       | 0    | 0     | 0 | 7     | 63            |
| 3:00 AM                         | 0                      | 0    | 0     | 0 | 0                      | 2    | 2     | 0 | 0                                       | 0    | 0     | 0 | 0                                       | 0    | 0     | 0 | 4     | 65            |
| 3:05 AM                         | 0                      | 3    | 0     | 0 | 0                      | 2    | 0     | 0 | 0                                       | 0    | 0     | 0 | 0                                       | 0    | 0     | 0 | 5     | 65            |

| 5-Min Count Period Beginning At | 6 - SR-20 (Northbound) |      |       |   | 6 - SR-20 (Southbound) |      |       |   | Pyle Rd/Nice-Lucerne Cutoff (Eastbound) |      |       |    | Pyle Rd/Nice-Lucerne Cutoff (Westbound) |      |       |   | Total | Hourly Totals |
|---------------------------------|------------------------|------|-------|---|------------------------|------|-------|---|---|------|-------|----|---|------|-------|---|-------|---------------|
|                                 | Left                   | Thru | Right | U | Left                   | Thru | Right | U | Left                                    | Thru | Right | U  | Left                                    | Thru | Right | U |       |               |
| 3:10 AM                         | 0                      | 1    | 0     | 0 | 0                      | 0    | 2     | 0 | 0                                       | 0    | 0     | 0  | 0                                       | 0    | 0     | 0 | 3     | 65            |
| 3:15 AM                         | 0                      | 3    | 0     | 0 | 0                      | 1    | 0     | 0 | 0                                       | 0    | 0     | 0  | 0                                       | 0    | 0     | 0 | 4     | 63            |
| 3:20 AM                         | 1                      | 2    | 0     | 0 | 0                      | 2    | 0     | 0 | 0                                       | 0    | 0     | 2  | 0                                       | 0    | 0     | 0 | 7     | 64            |
| 3:25 AM                         | 2                      | 1    | 0     | 0 | 0                      | 1    | 0     | 0 | 0                                       | 1    | 0     | 1  | 0                                       | 0    | 0     | 0 | 6     | 63            |
| 3:30 AM                         | 0                      | 4    | 0     | 0 | 0                      | 6    | 0     | 0 | 0                                       | 0    | 0     | 0  | 0                                       | 0    | 0     | 0 | 10    | 65            |
| 3:35 AM                         | 0                      | 4    | 0     | 0 | 0                      | 2    | 0     | 0 | 0                                       | 0    | 0     | 1  | 0                                       | 0    | 0     | 0 | 7     | 66            |
| 3:40 AM                         | 2                      | 3    | 0     | 0 | 0                      | 1    | 0     | 0 | 0                                       | 0    | 0     | 1  | 0                                       | 0    | 0     | 0 | 7     | 71            |
| 3:45 AM                         | 1                      | 4    | 0     | 0 | 0                      | 1    | 0     | 0 | 0                                       | 0    | 0     | 0  | 0                                       | 0    | 0     | 0 | 6     | 71            |
| 3:50 AM                         | 0                      | 4    | 0     | 0 | 0                      | 1    | 0     | 0 | 0                                       | 0    | 0     | 2  | 0                                       | 0    | 0     | 0 | 7     | 73            |
| 3:55 AM                         | 0                      | 2    | 0     | 0 | 0                      | 1    | 0     | 0 | 0                                       | 0    | 0     | 1  | 0                                       | 0    | 0     | 0 | 4     | 70            |
| 4:00 AM                         | 2                      | 2    | 0     | 0 | 0                      | 0    | 0     | 0 | 0                                       | 0    | 0     | 0  | 1                                       | 0    | 0     | 0 | 5     | 71            |
| 4:05 AM                         | 0                      | 2    | 0     | 0 | 0                      | 2    | 0     | 0 | 0                                       | 0    | 0     | 1  | 0                                       | 0    | 0     | 0 | 5     | 71            |
| 4:10 AM                         | 2                      | 2    | 0     | 0 | 0                      | 3    | 0     | 0 | 0                                       | 0    | 0     | 0  | 0                                       | 0    | 0     | 0 | 7     | 75            |
| 4:15 AM                         | 3                      | 3    | 0     | 0 | 0                      | 1    | 0     | 0 | 0                                       | 0    | 1     | 0  | 0                                       | 1    | 0     | 0 | 9     | 80            |
| 4:20 AM                         | 1                      | 6    | 0     | 0 | 0                      | 2    | 0     | 0 | 0                                       | 0    | 0     | 2  | 0                                       | 1    | 0     | 0 | 12    | 85            |
| 4:25 AM                         | 1                      | 4    | 0     | 0 | 0                      | 3    | 1     | 0 | 0                                       | 0    | 0     | 0  | 0                                       | 0    | 0     | 0 | 9     | 88            |
| 4:30 AM                         | 0                      | 5    | 0     | 0 | 0                      | 6    | 1     | 0 | 0                                       | 0    | 0     | 1  | 0                                       | 0    | 1     | 0 | 14    | 92            |
| 4:35 AM                         | 6                      | 7    | 0     | 0 | 0                      | 1    | 1     | 0 | 0                                       | 0    | 0     | 1  | 0                                       | 0    | 0     | 0 | 16    | 101           |
| 4:40 AM                         | 2                      | 5    | 0     | 0 | 0                      | 2    | 1     | 0 | 0                                       | 0    | 0     | 0  | 0                                       | 0    | 0     | 0 | 10    | 104           |
| 4:45 AM                         | 2                      | 10   | 0     | 0 | 0                      | 0    | 1     | 0 | 0                                       | 1    | 0     | 0  | 0                                       | 0    | 0     | 0 | 14    | 112           |
| 4:50 AM                         | 1                      | 5    | 0     | 0 | 0                      | 3    | 0     | 0 | 0                                       | 1    | 0     | 2  | 0                                       | 0    | 1     | 0 | 13    | 118           |
| 4:55 AM                         | 2                      | 6    | 0     | 0 | 0                      | 1    | 0     | 0 | 0                                       | 3    | 0     | 3  | 0                                       | 0    | 0     | 0 | 15    | 129           |
| 5:00 AM                         | 2                      | 6    | 0     | 0 | 0                      | 5    | 1     | 0 | 0                                       | 0    | 0     | 2  | 0                                       | 0    | 0     | 0 | 16    | 140           |
| 5:05 AM                         | 2                      | 7    | 0     | 0 | 0                      | 4    | 0     | 0 | 0                                       | 0    | 0     | 0  | 0                                       | 0    | 0     | 0 | 13    | 148           |
| 5:10 AM                         | 2                      | 7    | 0     | 0 | 0                      | 4    | 0     | 0 | 0                                       | 1    | 0     | 0  | 0                                       | 0    | 0     | 0 | 14    | 155           |
| 5:15 AM                         | 1                      | 7    | 0     | 0 | 0                      | 1    | 0     | 0 | 0                                       | 0    | 0     | 0  | 0                                       | 1    | 0     | 0 | 10    | 156           |
| 5:20 AM                         | 4                      | 13   | 0     | 0 | 0                      | 4    | 1     | 0 | 0                                       | 0    | 0     | 0  | 0                                       | 0    | 0     | 0 | 22    | 166           |
| 5:25 AM                         | 0                      | 8    | 0     | 0 | 0                      | 2    | 0     | 0 | 0                                       | 0    | 0     | 5  | 0                                       | 0    | 0     | 0 | 15    | 172           |
| 5:30 AM                         | 2                      | 7    | 0     | 0 | 0                      | 5    | 1     | 0 | 0                                       | 1    | 0     | 0  | 0                                       | 1    | 0     | 0 | 17    | 175           |
| 5:35 AM                         | 2                      | 9    | 0     | 0 | 0                      | 3    | 1     | 0 | 0                                       | 0    | 0     | 1  | 0                                       | 0    | 0     | 0 | 16    | 175           |
| 5:40 AM                         | 7                      | 12   | 0     | 0 | 0                      | 5    | 1     | 0 | 0                                       | 3    | 0     | 1  | 0                                       | 0    | 1     | 0 | 30    | 195           |
| 5:45 AM                         | 4                      | 10   | 0     | 0 | 0                      | 4    | 0     | 0 | 0                                       | 1    | 0     | 1  | 0                                       | 0    | 0     | 0 | 20    | 201           |
| 5:50 AM                         | 3                      | 10   | 0     | 0 | 0                      | 4    | 0     | 0 | 0                                       | 1    | 0     | 0  | 0                                       | 0    | 0     | 0 | 18    | 206           |
| 5:55 AM                         | 2                      | 11   | 0     | 0 | 0                      | 2    | 0     | 0 | 0                                       | 2    | 0     | 3  | 0                                       | 0    | 0     | 0 | 20    | 211           |
| 6:00 AM                         | 1                      | 13   | 0     | 0 | 0                      | 8    | 2     | 0 | 0                                       | 1    | 0     | 2  | 0                                       | 0    | 0     | 0 | 27    | 222           |
| 6:05 AM                         | 2                      | 13   | 0     | 0 | 0                      | 7    | 2     | 0 | 0                                       | 2    | 0     | 1  | 0                                       | 0    | 0     | 0 | 27    | 236           |
| 6:10 AM                         | 7                      | 17   | 0     | 1 | 1                      | 5    | 2     | 0 | 0                                       | 1    | 0     | 2  | 0                                       | 0    | 1     | 0 | 37    | 259           |
| 6:15 AM                         | 3                      | 14   | 0     | 0 | 0                      | 5    | 0     | 0 | 0                                       | 2    | 0     | 3  | 0                                       | 0    | 1     | 0 | 28    | 277           |
| 6:20 AM                         | 3                      | 11   | 0     | 0 | 0                      | 4    | 1     | 0 | 0                                       | 2    | 0     | 0  | 0                                       | 0    | 0     | 0 | 21    | 276           |
| 6:25 AM                         | 9                      | 22   | 0     | 0 | 0                      | 5    | 2     | 0 | 0                                       | 3    | 0     | 0  | 0                                       | 1    | 0     | 0 | 42    | 303           |
| 6:30 AM                         | 4                      | 14   | 0     | 0 | 1                      | 9    | 1     | 0 | 0                                       | 2    | 0     | 2  | 0                                       | 0    | 0     | 0 | 33    | 319           |
| 6:35 AM                         | 15                     | 19   | 0     | 0 | 1                      | 5    | 2     | 0 | 0                                       | 2    | 0     | 1  | 0                                       | 0    | 1     | 0 | 46    | 349           |
| 6:40 AM                         | 7                      | 19   | 0     | 0 | 0                      | 2    | 3     | 0 | 0                                       | 3    | 0     | 3  | 0                                       | 1    | 0     | 0 | 38    | 357           |
| 6:45 AM                         | 13                     | 24   | 0     | 0 | 0                      | 8    | 1     | 0 | 0                                       | 0    | 0     | 6  | 0                                       | 0    | 2     | 0 | 54    | 391           |
| 6:50 AM                         | 12                     | 24   | 0     | 0 | 0                      | 6    | 0     | 0 | 0                                       | 2    | 0     | 7  | 0                                       | 0    | 1     | 0 | 52    | 425           |
| 6:55 AM                         | 8                      | 22   | 0     | 0 | 0                      | 10   | 2     | 0 | 0                                       | 6    | 1     | 3  | 0                                       | 0    | 0     | 0 | 52    | 457           |
| 7:00 AM                         | 2                      | 20   | 0     | 0 | 0                      | 4    | 2     | 0 | 0                                       | 0    | 0     | 3  | 0                                       | 0    | 0     | 0 | 31    | 461           |
| 7:05 AM                         | 11                     | 21   | 0     | 0 | 0                      | 13   | 1     | 0 | 0                                       | 3    | 1     | 4  | 0                                       | 0    | 0     | 0 | 54    | 488           |
| 7:10 AM                         | 10                     | 27   | 0     | 1 | 0                      | 9    | 1     | 0 | 0                                       | 7    | 0     | 4  | 0                                       | 0    | 0     | 1 | 60    | 511           |
| 7:15 AM                         | 13                     | 23   | 0     | 0 | 0                      | 13   | 4     | 0 | 0                                       | 5    | 0     | 7  | 0                                       | 0    | 1     | 0 | 66    | 549           |
| 7:20 AM                         | 15                     | 37   | 2     | 0 | 0                      | 15   | 3     | 0 | 0                                       | 9    | 1     | 8  | 0                                       | 0    | 0     | 0 | 90    | 618           |
| 7:25 AM                         | 13                     | 31   | 1     | 0 | 0                      | 8    | 5     | 0 | 0                                       | 5    | 0     | 2  | 0                                       | 0    | 1     | 2 | 68    | 644           |
| 7:30 AM                         | 11                     | 35   | 1     | 0 | 0                      | 10   | 3     | 0 | 0                                       | 7    | 0     | 5  | 0                                       | 0    | 1     | 1 | 74    | 685           |
| 7:35 AM                         | 17                     | 35   | 0     | 0 | 1                      | 10   | 2     | 0 | 0                                       | 8    | 0     | 6  | 0                                       | 0    | 0     | 2 | 81    | 720           |
| 7:40 AM                         | 13                     | 48   | 0     | 0 | 0                      | 8    | 5     | 0 | 0                                       | 5    | 0     | 13 | 0                                       | 0    | 0     | 2 | 94    | 776           |
| 7:45 AM                         | 21                     | 42   | 0     | 0 | 0                      | 17   | 3     | 0 | 0                                       | 6    | 0     | 2  | 0                                       | 0    | 1     | 2 | 94    | 816           |
| 7:50 AM                         | 23                     | 36   | 0     | 0 | 0                      | 21   | 6     | 0 | 0                                       | 5    | 0     | 4  | 0                                       | 0    | 0     | 1 | 96    | 860           |
| 7:55 AM                         | 21                     | 26   | 0     | 0 | 0                      | 26   | 4     | 0 | 0                                       | 4    | 1     | 10 | 0                                       | 1    | 0     | 1 | 94    | 902           |
| 8:00 AM                         | 14                     | 16   | 0     | 1 | 1                      | 30   | 8     | 0 | 0                                       | 5    | 0     | 6  | 0                                       | 1    | 0     | 0 | 82    | 953           |
| 8:05 AM                         | 13                     | 18   | 0     | 0 | 0                      | 26   | 7     | 0 | 0                                       | 2    | 2     | 6  | 0                                       | 0    | 1     | 0 | 75    | 974           |
| 8:10 AM                         | 3                      | 21   | 1     | 0 | 2                      | 16   | 4     | 0 | 0                                       | 3    | 1     | 7  | 0                                       | 0    | 1     | 0 | 59    | 973           |
| 8:15 AM                         | 12                     | 24   | 0     | 0 | 0                      | 18   | 3     | 0 | 0                                       | 1    | 0     | 12 | 0                                       | 1    | 0     | 0 | 71    | 978           |
| 8:20 AM                         | 5                      | 18   | 0     | 0 | 0                      | 16   | 5     | 0 | 0                                       | 7    | 0     | 9  | 0                                       | 0    | 1     | 0 | 61    | 949           |
| 8:25 AM                         | 6                      | 24   | 0     | 0 | 0                      | 8    | 6     | 0 | 0                                       | 5    | 0     | 9  | 0                                       | 0    | 0     | 1 | 59    | 940           |
| 8:30 AM                         | 19                     | 25   | 0     | 0 | 0                      | 16   | 2     | 0 | 0                                       | 5    | 0     | 6  | 0                                       | 0    | 1     | 0 | 74    | 940           |
| 8:35 AM                         | 19                     | 19   | 0     | 0 | 0                      | 11   | 3     | 0 | 0                                       | 4    | 0     | 11 | 0                                       | 0    | 1     | 2 | 70    | 929           |
| 8:40 AM                         | 19                     | 14   | 0     | 0 | 0                      | 17   | 3     | 0 | 0                                       | 3    | 0     | 6  | 0                                       | 0    | 1     | 0 | 63    | 898           |
| 8:45 AM                         | 16                     | 13   | 0     | 0 | 1                      | 15   | 4     | 0 | 0                                       | 0    | 0     | 2  | 0                                       | 0    | 0     | 1 | 52    | 856           |
| 8:50 AM                         | 10                     | 18   | 0     | 0 | 0                      | 10   | 3     | 0 | 0                                       | 8    | 0     | 5  | 0                                       | 1    | 2     | 0 | 57    | 817           |
| 8:55 AM                         | 15                     | 12   | 0     | 0 | 0                      | 22   | 9     | 0 | 0                                       | 1    | 0     | 5  | 0                                       | 0    | 0     | 0 | 64    | 787           |
| 9:00 AM                         | 8                      | 32   | 0     | 0 | 0                      | 15   | 2     | 0 | 0                                       | 5    | 0     | 6  | 0                                       | 0    | 1     | 0 | 69    | 774           |
| 9:05 AM                         | 9                      | 15   | 1     | 0 | 0                      | 13   | 3     | 0 | 0                                       | 6    | 0     | 8  | 0                                       | 0    | 1     | 0 | 56    | 755           |
| 9:10 AM                         | 11                     | 22   | 0     | 0 | 0                      | 13   | 4     | 0 | 0                                       | 1    | 0     | 4  | 0                                       | 0    | 0     | 0 | 55    | 751           |
| 9:15 AM                         | 8                      | 19   | 0     | 0 | 0                      | 24   | 1     | 0 | 0                                       | 9    | 0     | 9  | 0                                       | 0    | 0     | 0 | 70    | 750           |
| 9:20 AM                         | 7                      | 19   | 0     | 0 | 0                      | 18   | 4     | 0 | 0                                       | 5    | 0     | 12 | 0                                       | 0    | 0     | 0 | 65    | 754           |
| 9:25 AM                         | 9                      | 24   | 1     | 0 | 0                      | 15   | 2     | 0 | 0                                       | 7    | 0     | 7  | 0                                       | 0    | 0     | 0 | 65    | 760           |
| 9:30 AM                         | 15                     | 22   | 0     | 0 | 0                      | 27   | 2     | 0 | 0                                       | 2    | 0     | 5  | 0                                       | 0    | 0     | 2 | 75    | 761           |
| 9:35 AM                         | 14                     | 20   | 0     | 0 | 0                      | 19   | 4     | 0 | 0                                       | 4    | 0     | 8  | 0                                       | 0    | 0     | 0 | 69    | 760           |
| 9:40 AM                         | 7                      | 19   | 0     | 0 | 0                      | 17   | 3     | 0 | 0                                       | 3    | 1     | 9  | 0                                       | 0    | 0     | 0 | 59    | 756           |
| 9:45 AM                         | 12                     | 15   | 0     | 0 | 0                      | 16   | 5     | 0 | 0                                       | 3    | 0     | 6  | 0                                       | 0    | 1     | 1 | 59    | 763           |
| 9:50 AM                         | 7                      | 22   | 0     | 0 | 0                      | 17   | 8     | 0 | 0                                       | 8    | 0     | 7  | 0                                       | 0    | 0     | 0 | 69    | 775           |
| 9:55 AM                         | 9                      | 17   | 0     | 0 | 0                      | 17   | 6     | 0 | 0                                       | 4    | 0     | 11 | 0                                       | 1    | 1     | 0 | 66    | 777           |
| 10:00 AM                        | 14                     | 17   | 0     | 0 | 0                      | 22   | 5     | 0 | 0                                       | 6    | 1     | 4  | 0                                       | 0    | 1     | 0 | 70    | 778           |
| 10:05 AM                        | 10                     | 32   | 1     | 0 | 0                      | 24   | 7     | 0 | 0                                       | 3    | 1     | 6  | 0                                       | 2    | 1     | 0 | 87    | 809           |
| 10:10 AM                        | 10                     | 8    | 0     | 0 | 0                      | 17   | 6     | 0 | 0                                       | 4    | 0     | 7  | 0                                       | 0    | 1     | 0 | 53    | 807           |
| 10:15 AM                        | 9                      | 12   | 0     | 0 | 0                      | 19   | 5     | 0 | 0                                       | 7    | 0     | 5  | 0                                       | 1    | 0     | 0 | 58    | 795           |
| 10:20 AM                        | 18                     | 14   | 1     | 1 | 0                      | 14   | 5     | 0 | 0                                       | 2    | 0     | 6  | 0                                       | 1    | 0     | 0 | 62    | 792           |
| 10:25 AM                        | 11                     | 11   | 1     | 0 | 0                      | 21   | 4     | 0 | 0                                       | 3    | 2     | 11 | 0                                       | 0    | 0     | 1 | 65    | 792           |
| 10:30 AM                        | 13                     | 13   | 0     | 2 | 1                      | 21   | 4     | 0 | 0                                       | 5    | 0     | 11 | 0                                       | 1    | 1     | 0 | 72    | 789           |

| 5-Min Count Period Beginning At | 6 - SR-20 (Northbound) |      |       |   | 6 - SR-20 (Southbound) |      |       |   | Pyle Rd/Nice-Lucerne Cutoff (Eastbound) |      |       |   | Pyle Rd/Nice-Lucerne Cutoff (Westbound) |      |       |   | Total | Hourly Totals |
|---------------------------------|------------------------|------|-------|---|------------------------|------|-------|---|---|------|-------|---|---|------|-------|---|-------|---------------|
|                                 | Left                   | Thru | Right | U | Left                   | Thru | Right | U | Left                                    | Thru | Right | U | Left                                    | Thru | Right | U |       |               |
| 10:35 AM                        | 8                      | 20   | 0     | 0 | 0                      | 13   | 5     | 0 | 4                                       | 0    | 11    | 0 | 0                                       | 0    | 0     | 0 | 61    | 781           |
| 10:40 AM                        | 11                     | 22   | 0     | 0 | 0                      | 24   | 5     | 0 | 4                                       | 0    | 9     | 0 | 0                                       | 0    | 0     | 0 | 75    | 797           |
| 10:45 AM                        | 12                     | 25   | 0     | 0 | 0                      | 25   | 1     | 0 | 5                                       | 0    | 12    | 0 | 0                                       | 0    | 0     | 0 | 80    | 818           |
| 10:50 AM                        | 13                     | 32   | 1     | 0 | 1                      | 22   | 3     | 0 | 4                                       | 1    | 9     | 0 | 0                                       | 0    | 0     | 0 | 86    | 835           |
| 10:55 AM                        | 13                     | 19   | 0     | 0 | 0                      | 20   | 4     | 0 | 6                                       | 2    | 9     | 0 | 0                                       | 0    | 0     | 0 | 73    | 842           |
| 11:00 AM                        | 14                     | 31   | 0     | 0 | 0                      | 22   | 9     | 0 | 5                                       | 0    | 12    | 0 | 0                                       | 0    | 0     | 0 | 93    | 865           |
| 11:05 AM                        | 9                      | 33   | 0     | 1 | 0                      | 26   | 9     | 0 | 8                                       | 0    | 21    | 0 | 0                                       | 0    | 0     | 0 | 107   | 885           |
| 11:10 AM                        | 17                     | 25   | 1     | 0 | 0                      | 24   | 5     | 0 | 3                                       | 1    | 7     | 0 | 0                                       | 0    | 1     | 0 | 84    | 916           |
| 11:15 AM                        | 13                     | 22   | 0     | 0 | 0                      | 23   | 8     | 0 | 1                                       | 0    | 11    | 0 | 0                                       | 0    | 0     | 0 | 78    | 936           |
| 11:20 AM                        | 8                      | 28   | 0     | 0 | 0                      | 29   | 3     | 0 | 8                                       | 0    | 10    | 0 | 0                                       | 0    | 1     | 0 | 87    | 961           |
| 11:25 AM                        | 12                     | 17   | 0     | 0 | 0                      | 26   | 6     | 0 | 5                                       | 0    | 9     | 0 | 0                                       | 0    | 0     | 0 | 75    | 971           |
| 11:30 AM                        | 8                      | 22   | 0     | 0 | 0                      | 31   | 9     | 0 | 5                                       | 0    | 10    | 0 | 0                                       | 0    | 0     | 0 | 85    | 984           |
| 11:35 AM                        | 15                     | 31   | 0     | 0 | 0                      | 22   | 8     | 0 | 5                                       | 2    | 13    | 0 | 0                                       | 2    | 1     | 0 | 99    | 1022          |
| 11:40 AM                        | 11                     | 20   | 0     | 0 | 0                      | 21   | 5     | 0 | 3                                       | 0    | 9     | 0 | 0                                       | 1    | 0     | 0 | 70    | 1017          |
| 11:45 AM                        | 11                     | 23   | 1     | 0 | 1                      | 24   | 7     | 0 | 4                                       | 0    | 9     | 0 | 1                                       | 0    | 0     | 0 | 81    | 1018          |
| 11:50 AM                        | 8                      | 30   | 0     | 1 | 0                      | 30   | 6     | 0 | 3                                       | 0    | 7     | 0 | 0                                       | 0    | 0     | 0 | 85    | 1017          |
| 11:55 AM                        | 8                      | 25   | 2     | 0 | 0                      | 30   | 4     | 0 | 2                                       | 0    | 4     | 0 | 1                                       | 1    | 2     | 0 | 79    | 1023          |
| 12:00 PM                        | 6                      | 27   | 0     | 0 | 0                      | 27   | 4     | 0 | 2                                       | 0    | 12    | 0 | 0                                       | 0    | 1     | 0 | 79    | 1009          |
| 12:05 PM                        | 6                      | 24   | 0     | 0 | 0                      | 48   | 4     | 0 | 1                                       | 2    | 11    | 1 | 0                                       | 0    | 0     | 0 | 97    | 999           |
| 12:10 PM                        | 13                     | 31   | 0     | 0 | 0                      | 22   | 9     | 0 | 3                                       | 0    | 17    | 0 | 0                                       | 1    | 0     | 0 | 96    | 1011          |
| 12:15 PM                        | 12                     | 19   | 0     | 0 | 1                      | 27   | 4     | 0 | 3                                       | 1    | 11    | 0 | 0                                       | 0    | 0     | 0 | 78    | 1011          |
| 12:20 PM                        | 13                     | 38   | 0     | 2 | 0                      | 23   | 5     | 0 | 7                                       | 1    | 9     | 0 | 0                                       | 1    | 1     | 0 | 100   | 1024          |
| 12:25 PM                        | 9                      | 21   | 0     | 1 | 0                      | 30   | 5     | 0 | 5                                       | 0    | 9     | 0 | 0                                       | 0    | 0     | 0 | 80    | 1029          |
| 12:30 PM                        | 14                     | 30   | 0     | 2 | 0                      | 28   | 5     | 2 | 5                                       | 0    | 11    | 0 | 1                                       | 0    | 0     | 0 | 98    | 1042          |
| 12:35 PM                        | 13                     | 26   | 0     | 1 | 0                      | 36   | 4     | 0 | 3                                       | 0    | 17    | 0 | 0                                       | 1    | 0     | 0 | 101   | 1044          |
| 12:40 PM                        | 15                     | 33   | 1     | 1 | 0                      | 27   | 4     | 0 | 5                                       | 0    | 6     | 0 | 1                                       | 0    | 0     | 0 | 93    | 1067          |
| 12:45 PM                        | 9                      | 21   | 1     | 0 | 0                      | 25   | 7     | 0 | 6                                       | 1    | 13    | 0 | 0                                       | 2    | 0     | 0 | 85    | 1071          |
| 12:50 PM                        | 13                     | 30   | 0     | 2 | 0                      | 35   | 7     | 0 | 5                                       | 0    | 8     | 0 | 0                                       | 1    | 0     | 0 | 101   | 1087          |
| 12:55 PM                        | 13                     | 25   | 0     | 0 | 1                      | 34   | 4     | 0 | 9                                       | 0    | 11    | 0 | 2                                       | 0    | 0     | 0 | 99    | 1107          |
| 1:00 PM                         | 14                     | 25   | 1     | 1 | 0                      | 35   | 8     | 0 | 5                                       | 0    | 14    | 0 | 0                                       | 0    | 0     | 0 | 103   | 1131          |
| 1:05 PM                         | 6                      | 20   | 0     | 0 | 0                      | 26   | 6     | 0 | 9                                       | 0    | 7     | 0 | 0                                       | 1    | 0     | 0 | 75    | 1109          |
| 1:10 PM                         | 15                     | 37   | 1     | 0 | 0                      | 30   | 6     | 0 | 5                                       | 0    | 15    | 0 | 0                                       | 0    | 1     | 0 | 110   | 1123          |
| 1:15 PM                         | 13                     | 24   | 0     | 0 | 0                      | 20   | 6     | 0 | 7                                       | 0    | 8     | 0 | 1                                       | 1    | 0     | 0 | 80    | 1125          |
| 1:20 PM                         | 12                     | 34   | 0     | 1 | 0                      | 27   | 9     | 0 | 4                                       | 0    | 15    | 0 | 1                                       | 0    | 0     | 0 | 103   | 1128          |
| 1:25 PM                         | 12                     | 18   | 1     | 1 | 0                      | 34   | 3     | 0 | 5                                       | 2    | 13    | 0 | 0                                       | 0    | 0     | 0 | 89    | 1137          |
| 1:30 PM                         | 9                      | 22   | 0     | 0 | 1                      | 23   | 3     | 0 | 4                                       | 0    | 11    | 0 | 0                                       | 0    | 2     | 0 | 75    | 1114          |
| 1:35 PM                         | 9                      | 26   | 1     | 1 | 0                      | 21   | 3     | 0 | 6                                       | 0    | 11    | 0 | 0                                       | 0    | 0     | 0 | 78    | 1091          |
| 1:40 PM                         | 10                     | 32   | 0     | 0 | 0                      | 38   | 4     | 0 | 4                                       | 0    | 16    | 0 | 0                                       | 0    | 1     | 0 | 105   | 1103          |
| 1:45 PM                         | 12                     | 21   | 0     | 0 | 1                      | 15   | 4     | 0 | 4                                       | 0    | 10    | 0 | 0                                       | 1    | 0     | 0 | 68    | 1086          |
| 1:50 PM                         | 14                     | 22   | 0     | 0 | 0                      | 21   | 4     | 0 | 3                                       | 0    | 12    | 0 | 0                                       | 1    | 1     | 0 | 78    | 1063          |
| 1:55 PM                         | 7                      | 42   | 0     | 0 | 0                      | 26   | 10    | 0 | 5                                       | 1    | 8     | 1 | 0                                       | 0    | 0     | 0 | 100   | 1064          |
| 2:00 PM                         | 8                      | 35   | 1     | 1 | 1                      | 36   | 5     | 0 | 3                                       | 0    | 11    | 0 | 0                                       | 0    | 0     | 0 | 101   | 1062          |
| 2:05 PM                         | 12                     | 12   | 0     | 0 | 1                      | 27   | 4     | 0 | 6                                       | 0    | 10    | 0 | 0                                       | 0    | 0     | 0 | 72    | 1059          |
| 2:10 PM                         | 11                     | 35   | 0     | 0 | 1                      | 37   | 9     | 0 | 3                                       | 0    | 16    | 0 | 0                                       | 0    | 0     | 0 | 112   | 1061          |
| 2:15 PM                         | 12                     | 23   | 1     | 0 | 0                      | 34   | 4     | 1 | 5                                       | 0    | 17    | 0 | 1                                       | 0    | 0     | 0 | 98    | 1079          |
| 2:20 PM                         | 9                      | 28   | 0     | 1 | 2                      | 15   | 8     | 0 | 3                                       | 2    | 15    | 0 | 0                                       | 2    | 0     | 0 | 85    | 1061          |
| 2:25 PM                         | 11                     | 50   | 0     | 0 | 1                      | 31   | 9     | 0 | 4                                       | 0    | 12    | 0 | 0                                       | 0    | 1     | 0 | 119   | 1091          |
| 2:30 PM                         | 12                     | 26   | 0     | 0 | 0                      | 43   | 7     | 1 | 5                                       | 0    | 15    | 0 | 1                                       | 0    | 0     | 0 | 110   | 1126          |
| 2:35 PM                         | 15                     | 30   | 1     | 0 | 0                      | 20   | 7     | 0 | 10                                      | 0    | 15    | 0 | 0                                       | 0    | 0     | 0 | 98    | 1146          |
| 2:40 PM                         | 16                     | 29   | 0     | 1 | 1                      | 31   | 9     | 1 | 5                                       | 0    | 17    | 0 | 1                                       | 2    | 0     | 0 | 113   | 1154          |
| 2:45 PM                         | 9                      | 35   | 0     | 1 | 1                      | 22   | 2     | 0 | 7                                       | 0    | 12    | 0 | 0                                       | 1    | 0     | 0 | 90    | 1176          |
| 2:50 PM                         | 21                     | 31   | 0     | 0 | 0                      | 17   | 4     | 0 | 9                                       | 1    | 7     | 0 | 1                                       | 0    | 1     | 0 | 92    | 1190          |
| 2:55 PM                         | 11                     | 39   | 1     | 0 | 0                      | 29   | 5     | 0 | 6                                       | 0    | 22    | 0 | 0                                       | 1    | 0     | 0 | 114   | 1204          |
| 3:00 PM                         | 13                     | 22   | 1     | 1 | 0                      | 20   | 7     | 0 | 1                                       | 0    | 14    | 0 | 0                                       | 0    | 1     | 0 | 80    | 1183          |
| 3:05 PM                         | 13                     | 32   | 0     | 1 | 0                      | 34   | 8     | 0 | 8                                       | 0    | 14    | 1 | 0                                       | 0    | 0     | 0 | 111   | 1222          |
| 3:10 PM                         | 16                     | 33   | 0     | 1 | 0                      | 19   | 8     | 0 | 7                                       | 0    | 10    | 0 | 0                                       | 0    | 0     | 0 | 94    | 1204          |
| 3:15 PM                         | 9                      | 22   | 0     | 1 | 2                      | 44   | 8     | 0 | 8                                       | 1    | 16    | 0 | 0                                       | 0    | 0     | 0 | 111   | 1217          |
| 3:20 PM                         | 12                     | 30   | 0     | 0 | 1                      | 43   | 8     | 0 | 8                                       | 1    | 26    | 0 | 0                                       | 0    | 1     | 0 | 130   | 1262          |
| 3:25 PM                         | 20                     | 26   | 0     | 0 | 1                      | 27   | 4     | 0 | 4                                       | 1    | 8     | 0 | 1                                       | 0    | 0     | 0 | 92    | 1235          |
| 3:30 PM                         | 16                     | 26   | 1     | 0 | 0                      | 21   | 6     | 1 | 5                                       | 1    | 15    | 0 | 1                                       | 0    | 0     | 0 | 93    | 1218          |
| 3:35 PM                         | 20                     | 24   | 1     | 0 | 3                      | 37   | 8     | 0 | 9                                       | 1    | 15    | 0 | 1                                       | 0    | 1     | 0 | 120   | 1240          |
| 3:40 PM                         | 11                     | 36   | 0     | 0 | 1                      | 28   | 5     | 0 | 6                                       | 0    | 19    | 0 | 2                                       | 2    | 0     | 0 | 110   | 1237          |
| 3:45 PM                         | 18                     | 36   | 0     | 0 | 1                      | 23   | 9     | 0 | 1                                       | 0    | 17    | 0 | 0                                       | 0    | 0     | 0 | 105   | 1252          |
| 3:50 PM                         | 14                     | 26   | 0     | 0 | 0                      | 24   | 9     | 0 | 6                                       | 0    | 16    | 0 | 0                                       | 1    | 1     | 0 | 97    | 1257          |
| 3:55 PM                         | 12                     | 27   | 2     | 0 | 0                      | 17   | 10    | 1 | 9                                       | 1    | 15    | 0 | 0                                       | 0    | 0     | 0 | 94    | 1237          |
| 4:00 PM                         | 11                     | 25   | 0     | 1 | 0                      | 41   | 8     | 0 | 3                                       | 0    | 10    | 0 | 0                                       | 0    | 0     | 0 | 99    | 1256          |
| 4:05 PM                         | 7                      | 34   | 1     | 0 | 4                      | 33   | 9     | 1 | 2                                       | 0    | 19    | 0 | 0                                       | 1    | 0     | 0 | 111   | 1256          |
| 4:10 PM                         | 17                     | 26   | 0     | 0 | 2                      | 42   | 5     | 0 | 4                                       | 0    | 18    | 0 | 0                                       | 0    | 0     | 0 | 114   | 1276          |
| 4:15 PM                         | 16                     | 20   | 0     | 0 | 0                      | 32   | 7     | 0 | 5                                       | 0    | 15    | 0 | 0                                       | 1    | 1     | 0 | 97    | 1262          |
| 4:20 PM                         | 18                     | 19   | 0     | 0 | 1                      | 35   | 10    | 0 | 4                                       | 0    | 15    | 0 | 0                                       | 0    | 0     | 0 | 102   | 1234          |
| 4:25 PM                         | 13                     | 31   | 0     | 0 | 1                      | 34   | 9     | 0 | 4                                       | 1    | 10    | 0 | 1                                       | 0    | 1     | 0 | 105   | 1247          |
| 4:30 PM                         | 13                     | 30   | 0     | 0 | 0                      | 26   | 8     | 0 | 4                                       | 0    | 12    | 0 | 0                                       | 1    | 0     | 0 | 94    | 1248          |
| 4:35 PM                         | 12                     | 20   | 0     | 1 | 0                      | 20   | 6     | 0 | 5                                       | 3    | 15    | 0 | 0                                       | 0    | 0     | 0 | 82    | 1210          |
| 4:40 PM                         | 13                     | 25   | 0     | 1 | 0                      | 25   | 2     | 1 | 8                                       | 1    | 18    | 0 | 0                                       | 0    | 0     | 0 | 94    | 1194          |
| 4:45 PM                         | 10                     | 25   | 0     | 0 | 0                      | 25   | 5     | 1 | 8                                       | 0    | 12    | 0 | 0                                       | 0    | 0     | 0 | 86    | 1175          |
| 4:50 PM                         | 13                     | 17   | 0     | 1 | 0                      | 20   | 3     | 0 | 3                                       | 1    | 18    | 0 | 0                                       | 0    | 0     | 0 | 76    | 1154          |
| 4:55 PM                         | 10                     | 26   | 0     | 0 | 0                      | 23   | 6     | 0 | 10                                      | 0    | 14    | 0 | 0                                       | 0    | 0     | 0 | 89    | 1149          |
| 5:00 PM                         | 12                     | 23   | 0     | 0 | 0                      | 31   | 8     | 0 | 5                                       | 0    | 4     | 0 | 1                                       | 0    | 1     | 0 | 85    | 1135          |
| 5:05 PM                         | 11                     | 24   | 0     | 0 | 0                      | 43   | 12    | 0 | 3                                       | 0    | 11    | 0 | 2                                       | 0    | 0     | 0 | 106   | 1130          |
| 5:10 PM                         | 9                      | 22   | 0     | 1 | 0                      | 25   | 13    | 0 | 4                                       | 1    | 22    | 0 | 0                                       | 1    | 0     | 0 | 98    | 1114          |
| 5:15 PM                         | 10                     | 29   | 0     | 0 | 1                      | 30   | 3     | 0 | 5                                       | 2    | 20    | 0 | 1                                       | 0    | 1     | 0 | 102   | 1119          |
| 5:20 PM                         | 17                     | 23   | 0     | 1 | 2                      | 26   | 9     | 0 | 5                                       | 3    | 16    | 0 | 0                                       | 0    | 0     | 0 | 102   | 1119          |
| 5:25 PM                         | 11                     | 24   | 0     | 0 | 0                      | 24   | 4     | 1 | 9                                       | 0    | 8     | 0 | 0                                       | 1    | 0     | 0 | 82    | 1096          |
| 5:30 PM                         | 8                      | 42   | 1     | 0 | 0                      | 35   | 2     | 0 | 6                                       | 0    | 5     | 0 | 2                                       | 0    | 0     | 0 | 101   | 1103          |
| 5:35 PM                         | 6                      | 30   | 0     | 0 | 0                      | 29   | 7     | 0 | 11                                      | 0    | 13    | 0 | 0                                       | 0    | 1     | 0 | 97    | 1118          |
| 5:40 PM                         | 10                     | 32   | 0     | 0 | 0                      | 24   | 7     | 0 | 4                                       | 0    | 10    | 0 | 0                                       | 1    | 0     | 0 | 88    | 1112          |
| 5:45 PM                         | 8                      | 27   | 0     | 2 | 0                      | 19   | 0     | 0 | 5                                       | 0    | 19    | 0 | 0                                       | 0    | 0     | 0 | 80    | 1106          |

| 5-Min Count Period Beginning At | 6 - SR-20 (Northbound) |      |       |   | 6 - SR-20 (Southbound) |      |       |   | Pyle Rd/Nice-Lucerne Cutoff (Eastbound) |      |       |   | Pyle Rd/Nice-Lucerne Cutoff (Westbound) |      |       |   | Total | Hourly Totals |
|---------------------------------|------------------------|------|-------|---|------------------------|------|-------|---|---|------|-------|---|---|------|-------|---|-------|---------------|
|                                 | Left                   | Thru | Right | U | Left                   | Thru | Right | U | Left                                    | Thru | Right | U | Left                                    | Thru | Right | U |       |               |
| 5:50 PM                         | 5                      | 22   | 1     | 0 | 1                      | 23   | 5     | 0 | 7                                       | 0    | 8     | 0 | 0                                       | 0    | 0     | 0 | 72    | 1102          |
| 5:55 PM                         | 10                     | 24   | 0     | 0 | 1                      | 22   | 4     | 0 | 5                                       | 2    | 9     | 0 | 0                                       | 1    | 0     | 0 | 78    | 1091          |
| 6:00 PM                         | 10                     | 31   | 0     | 0 | 0                      | 29   | 5     | 0 | 2                                       | 1    | 9     | 0 | 0                                       | 0    | 0     | 0 | 87    | 1093          |
| 6:05 PM                         | 10                     | 20   | 0     | 1 | 0                      | 20   | 4     | 0 | 1                                       | 0    | 14    | 0 | 0                                       | 0    | 0     | 0 | 70    | 1057          |
| 6:10 PM                         | 9                      | 29   | 0     | 1 | 0                      | 18   | 3     | 0 | 1                                       | 0    | 12    | 0 | 0                                       | 0    | 0     | 0 | 73    | 1032          |
| 6:15 PM                         | 11                     | 25   | 0     | 2 | 0                      | 25   | 7     | 0 | 5                                       | 1    | 9     | 0 | 0                                       | 1    | 1     | 0 | 87    | 1017          |
| 6:20 PM                         | 10                     | 23   | 0     | 0 | 0                      | 26   | 7     | 0 | 2                                       | 0    | 18    | 0 | 0                                       | 0    | 0     | 0 | 86    | 1001          |
| 6:25 PM                         | 6                      | 16   | 0     | 0 | 0                      | 22   | 1     | 0 | 8                                       | 0    | 13    | 0 | 0                                       | 0    | 0     | 0 | 66    | 985           |
| 6:30 PM                         | 10                     | 13   | 0     | 0 | 0                      | 33   | 5     | 0 | 1                                       | 0    | 16    | 0 | 0                                       | 0    | 0     | 0 | 78    | 962           |
| 6:35 PM                         | 9                      | 15   | 0     | 0 | 1                      | 14   | 3     | 0 | 5                                       | 0    | 3     | 0 | 0                                       | 1    | 2     | 0 | 53    | 918           |
| 6:40 PM                         | 7                      | 23   | 0     | 0 | 1                      | 25   | 2     | 0 | 5                                       | 0    | 9     | 0 | 0                                       | 1    | 0     | 0 | 73    | 903           |
| 6:45 PM                         | 6                      | 15   | 0     | 0 | 1                      | 18   | 3     | 0 | 0                                       | 2    | 9     | 0 | 0                                       | 0    | 1     | 0 | 55    | 878           |
| 6:50 PM                         | 7                      | 17   | 0     | 0 | 0                      | 13   | 3     | 0 | 7                                       | 1    | 11    | 0 | 0                                       | 1    | 0     | 0 | 60    | 866           |
| 6:55 PM                         | 7                      | 18   | 0     | 0 | 0                      | 29   | 4     | 0 | 3                                       | 1    | 11    | 0 | 0                                       | 0    | 0     | 0 | 73    | 861           |
| 7:00 PM                         | 2                      | 23   | 0     | 0 | 1                      | 16   | 4     | 0 | 4                                       | 0    | 11    | 0 | 0                                       | 1    | 0     | 0 | 62    | 836           |
| 7:05 PM                         | 11                     | 20   | 0     | 0 | 0                      | 23   | 8     | 0 | 5                                       | 1    | 6     | 0 | 0                                       | 0    | 1     | 0 | 75    | 841           |
| 7:10 PM                         | 11                     | 22   | 0     | 0 | 0                      | 25   | 4     | 0 | 3                                       | 1    | 8     | 0 | 0                                       | 1    | 0     | 0 | 75    | 843           |
| 7:15 PM                         | 8                      | 17   | 0     | 0 | 0                      | 27   | 4     | 0 | 9                                       | 0    | 13    | 0 | 0                                       | 0    | 0     | 0 | 78    | 834           |
| 7:20 PM                         | 8                      | 13   | 0     | 0 | 0                      | 16   | 6     | 0 | 5                                       | 0    | 7     | 0 | 0                                       | 0    | 1     | 0 | 56    | 804           |
| 7:25 PM                         | 6                      | 15   | 0     | 0 | 1                      | 18   | 5     | 0 | 3                                       | 0    | 6     | 0 | 0                                       | 0    | 0     | 0 | 54    | 792           |
| 7:30 PM                         | 10                     | 25   | 0     | 0 | 0                      | 14   | 5     | 0 | 5                                       | 0    | 5     | 0 | 0                                       | 0    | 1     | 0 | 65    | 779           |
| 7:35 PM                         | 4                      | 15   | 0     | 0 | 0                      | 24   | 6     | 0 | 4                                       | 0    | 9     | 0 | 0                                       | 0    | 0     | 0 | 62    | 788           |
| 7:40 PM                         | 7                      | 19   | 0     | 0 | 1                      | 15   | 2     | 0 | 2                                       | 0    | 15    | 0 | 0                                       | 0    | 0     | 0 | 61    | 776           |
| 7:45 PM                         | 9                      | 18   | 0     | 0 | 0                      | 14   | 8     | 1 | 4                                       | 0    | 7     | 0 | 0                                       | 0    | 0     | 0 | 61    | 782           |
| 7:50 PM                         | 4                      | 9    | 1     | 0 | 0                      | 17   | 4     | 0 | 1                                       | 0    | 14    | 0 | 0                                       | 0    | 0     | 0 | 50    | 772           |
| 7:55 PM                         | 8                      | 13   | 0     | 1 | 1                      | 15   | 6     | 0 | 7                                       | 0    | 7     | 0 | 0                                       | 0    | 0     | 0 | 58    | 757           |
| 8:00 PM                         | 6                      | 13   | 0     | 0 | 0                      | 29   | 3     | 0 | 6                                       | 0    | 14    | 0 | 1                                       | 0    | 0     | 0 | 72    | 767           |
| 8:05 PM                         | 6                      | 17   | 0     | 1 | 0                      | 22   | 3     | 0 | 7                                       | 0    | 6     | 0 | 0                                       | 0    | 0     | 0 | 62    | 754           |
| 8:10 PM                         | 6                      | 18   | 0     | 0 | 0                      | 19   | 0     | 0 | 3                                       | 0    | 9     | 0 | 0                                       | 1    | 0     | 0 | 56    | 735           |
| 8:15 PM                         | 5                      | 14   | 0     | 0 | 0                      | 20   | 6     | 0 | 5                                       | 1    | 11    | 0 | 0                                       | 0    | 2     | 0 | 64    | 721           |
| 8:20 PM                         | 6                      | 11   | 0     | 0 | 0                      | 20   | 0     | 0 | 3                                       | 1    | 5     | 0 | 0                                       | 0    | 0     | 0 | 46    | 711           |
| 8:25 PM                         | 4                      | 13   | 1     | 1 | 1                      | 19   | 2     | 0 | 5                                       | 0    | 7     | 0 | 0                                       | 1    | 0     | 0 | 54    | 711           |
| 8:30 PM                         | 3                      | 10   | 0     | 0 | 1                      | 19   | 8     | 0 | 4                                       | 1    | 4     | 0 | 0                                       | 0    | 0     | 0 | 50    | 696           |
| 8:35 PM                         | 4                      | 17   | 0     | 0 | 0                      | 13   | 3     | 0 | 5                                       | 2    | 3     | 0 | 0                                       | 0    | 0     | 0 | 47    | 681           |
| 8:40 PM                         | 5                      | 13   | 0     | 0 | 1                      | 25   | 5     | 0 | 7                                       | 0    | 6     | 0 | 0                                       | 0    | 0     | 0 | 62    | 682           |
| 8:45 PM                         | 2                      | 13   | 0     | 1 | 0                      | 18   | 8     | 0 | 2                                       | 0    | 3     | 0 | 2                                       | 1    | 1     | 0 | 51    | 672           |
| 8:50 PM                         | 3                      | 10   | 0     | 0 | 0                      | 17   | 5     | 0 | 5                                       | 0    | 8     | 0 | 1                                       | 0    | 0     | 0 | 49    | 671           |
| 8:55 PM                         | 8                      | 12   | 0     | 0 | 0                      | 15   | 6     | 0 | 4                                       | 1    | 12    | 0 | 1                                       | 0    | 0     | 0 | 59    | 672           |
| 9:00 PM                         | 6                      | 14   | 1     | 0 | 0                      | 15   | 3     | 0 | 6                                       | 1    | 17    | 0 | 0                                       | 0    | 0     | 0 | 63    | 663           |
| 9:05 PM                         | 3                      | 9    | 0     | 1 | 0                      | 13   | 3     | 0 | 5                                       | 0    | 13    | 0 | 0                                       | 0    | 1     | 0 | 48    | 649           |
| 9:10 PM                         | 5                      | 10   | 0     | 0 | 0                      | 13   | 5     | 0 | 3                                       | 0    | 13    | 0 | 0                                       | 0    | 0     | 0 | 49    | 642           |
| 9:15 PM                         | 1                      | 10   | 1     | 0 | 0                      | 11   | 1     | 0 | 5                                       | 0    | 6     | 0 | 1                                       | 0    | 0     | 0 | 36    | 614           |
| 9:20 PM                         | 2                      | 5    | 0     | 0 | 0                      | 18   | 2     | 0 | 4                                       | 0    | 10    | 0 | 0                                       | 0    | 0     | 0 | 41    | 609           |
| 9:25 PM                         | 5                      | 15   | 0     | 1 | 0                      | 15   | 5     | 0 | 4                                       | 2    | 5     | 0 | 0                                       | 0    | 0     | 0 | 52    | 607           |
| 9:30 PM                         | 7                      | 18   | 0     | 0 | 1                      | 16   | 6     | 0 | 4                                       | 0    | 7     | 0 | 0                                       | 0    | 0     | 0 | 59    | 616           |
| 9:35 PM                         | 5                      | 11   | 0     | 2 | 0                      | 10   | 3     | 1 | 2                                       | 0    | 13    | 0 | 0                                       | 0    | 0     | 0 | 47    | 616           |
| 9:40 PM                         | 1                      | 9    | 0     | 0 | 0                      | 7    | 4     | 0 | 1                                       | 1    | 7     | 0 | 0                                       | 0    | 0     | 0 | 30    | 584           |
| 9:45 PM                         | 2                      | 9    | 1     | 1 | 0                      | 16   | 2     | 0 | 4                                       | 0    | 5     | 0 | 0                                       | 0    | 0     | 0 | 40    | 573           |
| 9:50 PM                         | 3                      | 6    | 0     | 0 | 0                      | 11   | 2     | 0 | 4                                       | 0    | 11    | 0 | 0                                       | 0    | 0     | 0 | 37    | 561           |
| 9:55 PM                         | 1                      | 8    | 0     | 0 | 0                      | 10   | 1     | 0 | 6                                       | 0    | 8     | 0 | 0                                       | 0    | 0     | 0 | 34    | 536           |
| 10:00 PM                        | 1                      | 5    | 1     | 0 | 0                      | 6    | 1     | 0 | 2                                       | 0    | 6     | 0 | 1                                       | 0    | 0     | 0 | 23    | 496           |
| 10:05 PM                        | 1                      | 8    | 0     | 0 | 0                      | 14   | 2     | 0 | 4                                       | 0    | 15    | 0 | 0                                       | 0    | 0     | 0 | 44    | 492           |
| 10:10 PM                        | 1                      | 14   | 0     | 0 | 1                      | 16   | 0     | 0 | 3                                       | 0    | 8     | 0 | 0                                       | 0    | 0     | 0 | 43    | 486           |
| 10:15 PM                        | 2                      | 12   | 1     | 0 | 0                      | 9    | 1     | 0 | 2                                       | 0    | 11    | 0 | 0                                       | 0    | 0     | 0 | 38    | 488           |
| 10:20 PM                        | 6                      | 6    | 0     | 0 | 0                      | 10   | 1     | 0 | 2                                       | 0    | 6     | 0 | 0                                       | 0    | 0     | 0 | 31    | 478           |
| 10:25 PM                        | 1                      | 8    | 0     | 0 | 0                      | 15   | 5     | 0 | 3                                       | 0    | 9     | 0 | 1                                       | 0    | 0     | 0 | 42    | 468           |
| 10:30 PM                        | 3                      | 4    | 0     | 0 | 0                      | 12   | 3     | 0 | 0                                       | 0    | 4     | 0 | 0                                       | 0    | 0     | 0 | 26    | 435           |
| 10:35 PM                        | 0                      | 9    | 0     | 0 | 0                      | 10   | 2     | 0 | 1                                       | 0    | 3     | 0 | 0                                       | 0    | 0     | 0 | 25    | 413           |
| 10:40 PM                        | 3                      | 3    | 0     | 0 | 0                      | 9    | 3     | 0 | 1                                       | 0    | 4     | 0 | 0                                       | 0    | 0     | 0 | 23    | 406           |
| 10:45 PM                        | 2                      | 4    | 0     | 0 | 1                      | 8    | 2     | 0 | 1                                       | 1    | 5     | 0 | 0                                       | 0    | 1     | 0 | 25    | 391           |
| 10:50 PM                        | 4                      | 10   | 0     | 0 | 0                      | 9    | 2     | 0 | 1                                       | 0    | 2     | 0 | 0                                       | 0    | 0     | 0 | 28    | 382           |
| 10:55 PM                        | 4                      | 11   | 0     | 0 | 0                      | 7    | 1     | 0 | 0                                       | 0    | 6     | 0 | 0                                       | 0    | 0     | 0 | 29    | 377           |
| 11:00 PM                        | 2                      | 7    | 0     | 0 | 0                      | 2    | 0     | 0 | 2                                       | 1    | 6     | 0 | 0                                       | 0    | 0     | 0 | 20    | 374           |
| 11:05 PM                        | 1                      | 7    | 0     | 0 | 0                      | 13   | 0     | 0 | 1                                       | 0    | 7     | 0 | 0                                       | 0    | 0     | 0 | 29    | 359           |
| 11:10 PM                        | 0                      | 1    | 0     | 0 | 0                      | 3    | 3     | 0 | 1                                       | 0    | 3     | 0 | 0                                       | 0    | 0     | 0 | 11    | 327           |
| 11:15 PM                        | 0                      | 8    | 0     | 0 | 0                      | 3    | 3     | 1 | 0                                       | 0    | 0     | 0 | 0                                       | 0    | 0     | 0 | 15    | 304           |
| 11:20 PM                        | 0                      | 5    | 0     | 0 | 0                      | 6    | 0     | 0 | 0                                       | 0    | 3     | 0 | 0                                       | 0    | 0     | 0 | 14    | 287           |
| 11:25 PM                        | 2                      | 4    | 0     | 0 | 0                      | 6    | 1     | 0 | 4                                       | 0    | 4     | 0 | 0                                       | 0    | 0     | 0 | 21    | 266           |
| 11:30 PM                        | 2                      | 7    | 0     | 0 | 0                      | 6    | 0     | 1 | 1                                       | 0    | 0     | 0 | 0                                       | 0    | 0     | 0 | 17    | 257           |
| 11:35 PM                        | 1                      | 3    | 0     | 1 | 0                      | 10   | 0     | 0 | 1                                       | 0    | 2     | 0 | 0                                       | 0    | 0     | 0 | 18    | 250           |
| 11:40 PM                        | 0                      | 5    | 0     | 0 | 0                      | 7    | 2     | 0 | 2                                       | 0    | 2     | 0 | 0                                       | 0    | 0     | 0 | 18    | 245           |
| 11:45 PM                        | 0                      | 1    | 0     | 0 | 0                      | 3    | 1     | 0 | 1                                       | 0    | 2     | 0 | 0                                       | 0    | 0     | 0 | 8     | 228           |
| 11:50 PM                        | 0                      | 8    | 0     | 0 | 1                      | 6    | 3     | 0 | 2                                       | 0    | 2     | 0 | 0                                       | 0    | 0     | 0 | 22    | 222           |
| 11:55 PM                        | 0                      | 3    | 0     | 0 | 0                      | 5    | 8     | 0 | 1                                       | 0    | 1     | 0 | 0                                       | 0    | 0     | 0 | 18    | 211           |

| 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          | 196        | 384  | 4     | 0 | 20         | 352  | 88    | 0 | 64        | 4    | 204   | 0 | 12        | 8    | 4     | 0 | 1340  |
| Heavy Trucks          | 0          | 8    | 0     | 0 | 0          | 16   | 0     | 0 | 0         | 0    | 8     | 0 | 0         | 0    | 0     | 0 | 32    |
| Buses                 |            |      |       |   |            |      |       |   |           |      |       |   |           |      |       |   |       |
| Pedestrians           |            | 0    |       |   |            | 0    |       |   |           | 0    |       |   |           | 0    |       |   | 0     |
| Bicycles              |            | 0    |       |   |            | 0    |       |   |           | 0    |       |   |           | 0    |       |   | 0     |
| Scoters               |            |      |       |   |            |      |       |   |           |      |       |   |           |      |       |   |       |

Comments:

***APPENDIX C***  
**ROADWAY SEGMENT SPEED DATA**

Type of report: Midblock Count - Speed Data

| LOCATION: SR-20 N of Pomo Way |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073007 |            |                   |
|-------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:            |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: NB      |            |                   |
| CITY/STATE: Lake, CA          |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                    | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 12:00 AM                      | 0       | 0        | 0        | 1        | 0        | 1        | 1        | 1        | 3        | 0        | 0        | 0        | 0        | 0         | 7                  | 46-55      | 4                 |
| 12:15 AM                      | 1       | 0        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 2        | 0        | 0        | 0        | 0         | 5                  | 51-60      | 2                 |
| 12:30 AM                      | 0       | 0        | 0        | 1        | 0        | 0        | 0        | 1        | 0        | 1        | 1        | 1        | 0        | 0         | 5                  | 56-65      | 2                 |
| 12:45 AM                      | 0       | 0        | 0        | 0        | 0        | 2        | 2        | 1        | 0        | 1        | 1        | 0        | 0        | 0         | 7                  | 36-45      | 4                 |
| 01:00 AM                      | 0       | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 21-30      | 1                 |
| 01:15 AM                      | 0       | 0        | 0        | 3        | 0        | 0        | 0        | 1        | 1        | 1        | 0        | 0        | 0        | 0         | 6                  | 21-30      | 3                 |
| 01:30 AM                      | 0       | 0        | 0        | 2        | 0        | 2        | 0        | 1        | 2        | 1        | 1        | 0        | 0        | 0         | 9                  | 51-60      | 3                 |
| 01:45 AM                      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 3        | 0        | 0        | 0        | 0         | 4                  | 51-60      | 4                 |
| 02:00 AM                      | 0       | 0        | 0        | 0        | 1        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 26-35      | 1                 |
| 02:15 AM                      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 2        | 0        | 0        | 0        | 1        | 0        | 0         | 3                  | 41-50      | 2                 |
| 02:30 AM                      | 0       | 0        | 1        | 0        | 2        | 0        | 0        | 0        | 1        | 2        | 4        | 0        | 0        | 0         | 10                 | 56-65      | 6                 |
| 02:45 AM                      | 1       | 0        | 0        | 1        | 0        | 0        | 1        | 1        | 0        | 1        | 0        | 2        | 1        | 0         | 8                  | 66-75      | 3                 |
| 03:00 AM                      | 0       | 0        | 0        | 0        | 2        | 0        | 1        | 0        | 2        | 1        | 0        | 0        | 0        | 0         | 6                  | 51-60      | 3                 |
| 03:15 AM                      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 2        | 2        | 3        | 1        | 0         | 9                  | 61-70      | 5                 |
| 03:30 AM                      | 0       | 0        | 0        | 0        | 1        | 1        | 0        | 1        | 0        | 6        | 1        | 0        | 0        | 0         | 10                 | 56-65      | 7                 |
| 03:45 AM                      | 0       | 0        | 0        | 1        | 0        | 0        | 0        | 1        | 1        | 2        | 4        | 1        | 0        | 0         | 10                 | 56-65      | 6                 |
| 04:00 AM                      | 0       | 0        | 0        | 1        | 1        | 0        | 0        | 0        | 3        | 1        | 2        | 0        | 0        | 0         | 8                  | 51-60      | 4                 |
| 04:15 AM                      | 1       | 0        | 0        | 0        | 1        | 1        | 1        | 1        | 5        | 4        | 0        | 2        | 0        | 0         | 16                 | 51-60      | 9                 |
| 04:30 AM                      | 0       | 0        | 0        | 0        | 0        | 0        | 1        | 2        | 1        | 3        | 1        | 2        | 1        | 0         | 11                 | 53-62      | 4                 |
| 04:45 AM                      | 2       | 0        | 0        | 2        | 2        | 0        | 0        | 2        | 5        | 8        | 3        | 1        | 0        | 0         | 25                 | 51-60      | 13                |
| 05:00 AM                      | 0       | 1        | 1        | 1        | 1        | 1        | 1        | 1        | 2        | 8        | 5        | 0        | 0        | 0         | 22                 | 56-65      | 13                |
| 05:15 AM                      | 1       | 0        | 0        | 3        | 0        | 0        | 2        | 3        | 5        | 11       | 4        | 3        | 0        | 0         | 32                 | 51-60      | 16                |
| 05:30 AM                      | 0       | 0        | 0        | 0        | 0        | 1        | 1        | 1        | 8        | 6        | 3        | 1        | 0        | 0         | 21                 | 51-60      | 14                |
| 05:45 AM                      | 0       | 0        | 0        | 2        | 0        | 0        | 2        | 6        | 11       | 7        | 10       | 0        | 0        | 0         | 38                 | 51-60      | 18                |
| Day Total                     |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                       |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol         |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol         |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <i>Comments:</i>              |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: SR-20 N of Pomo Way |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073007 |            |                   |
|-------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:            |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: NB      |            |                   |
| CITY/STATE: Lake, CA          |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                    | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 06:00 AM                      | 0       | 0        | 0        | 0        | 0        | 0        | 2        | 14       | 16       | 11       | 1        | 0        | 0        | 0         | 44                 | 46-55      | 30                |
| 06:15 AM                      | 0       | 0        | 0        | 0        | 0        | 0        | 1        | 11       | 11       | 18       | 8        | 0        | 0        | 0         | 49                 | 51-60      | 29                |
| 06:30 AM                      | 0       | 0        | 0        | 2        | 0        | 0        | 4        | 11       | 21       | 13       | 7        | 0        | 0        | 0         | 58                 | 51-60      | 34                |
| 06:45 AM                      | 0       | 0        | 0        | 4        | 1        | 0        | 2        | 4        | 16       | 22       | 10       | 0        | 0        | 0         | 59                 | 51-60      | 38                |
| 07:00 AM                      | 4       | 0        | 0        | 2        | 1        | 1        | 0        | 7        | 18       | 28       | 6        | 3        | 0        | 0         | 70                 | 51-60      | 46                |
| 07:15 AM                      | 0       | 0        | 0        | 0        | 3        | 4        | 3        | 22       | 23       | 23       | 15       | 1        | 1        | 0         | 95                 | 51-60      | 46                |
| 07:30 AM                      | 0       | 0        | 0        | 5        | 2        | 0        | 4        | 17       | 33       | 45       | 15       | 0        | 0        | 0         | 121                | 51-60      | 78                |
| 07:45 AM                      | 3       | 0        | 0        | 3        | 4        | 2        | 5        | 21       | 31       | 24       | 15       | 1        | 0        | 0         | 109                | 51-60      | 55                |
| 08:00 AM                      | 6       | 0        | 1        | 3        | 2        | 0        | 1        | 8        | 21       | 17       | 5        | 1        | 0        | 0         | 65                 | 51-60      | 38                |
| 08:15 AM                      | 2       | 0        | 1        | 5        | 0        | 0        | 3        | 5        | 20       | 24       | 4        | 0        | 0        | 0         | 64                 | 51-60      | 44                |
| 08:30 AM                      | 0       | 0        | 1        | 2        | 0        | 0        | 1        | 4        | 13       | 27       | 3        | 4        | 0        | 0         | 55                 | 51-60      | 40                |
| 08:45 AM                      | 4       | 0        | 0        | 2        | 2        | 1        | 4        | 5        | 10       | 20       | 2        | 0        | 0        | 0         | 50                 | 51-60      | 30                |
| 09:00 AM                      | 5       | 0        | 1        | 3        | 0        | 1        | 1        | 6        | 15       | 22       | 5        | 1        | 0        | 0         | 60                 | 51-60      | 37                |
| 09:15 AM                      | 2       | 0        | 2        | 1        | 0        | 0        | 3        | 9        | 29       | 20       | 4        | 0        | 0        | 0         | 70                 | 51-60      | 49                |
| 09:30 AM                      | 1       | 0        | 2        | 3        | 1        | 1        | 4        | 8        | 21       | 18       | 6        | 0        | 0        | 0         | 65                 | 51-60      | 39                |
| 09:45 AM                      | 1       | 0        | 0        | 3        | 1        | 1        | 3        | 15       | 10       | 18       | 2        | 1        | 0        | 0         | 55                 | 51-60      | 28                |
| 10:00 AM                      | 1       | 1        | 0        | 1        | 2        | 1        | 0        | 9        | 27       | 15       | 6        | 0        | 0        | 0         | 63                 | 51-60      | 42                |
| 10:15 AM                      | 1       | 0        | 0        | 0        | 2        | 0        | 4        | 6        | 18       | 9        | 3        | 0        | 0        | 0         | 43                 | 51-60      | 27                |
| 10:30 AM                      | 2       | 0        | 1        | 2        | 1        | 0        | 4        | 12       | 20       | 10       | 4        | 0        | 0        | 0         | 56                 | 46-55      | 32                |
| 10:45 AM                      | 3       | 0        | 0        | 4        | 0        | 1        | 9        | 21       | 17       | 15       | 4        | 0        | 0        | 0         | 74                 | 46-55      | 38                |
| 11:00 AM                      | 6       | 0        | 1        | 4        | 0        | 0        | 2        | 17       | 28       | 21       | 7        | 0        | 0        | 0         | 86                 | 51-60      | 49                |
| 11:15 AM                      | 6       | 0        | 0        | 4        | 0        | 1        | 2        | 11       | 27       | 18       | 8        | 0        | 0        | 0         | 77                 | 51-60      | 45                |
| 11:30 AM                      | 4       | 0        | 1        | 4        | 4        | 0        | 5        | 11       | 26       | 20       | 7        | 0        | 0        | 0         | 82                 | 51-60      | 46                |
| 11:45 AM                      | 5       | 0        | 1        | 3        | 3        | 0        | 4        | 13       | 33       | 13       | 4        | 0        | 0        | 0         | 79                 | 46-55      | 46                |
| Day Total                     |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                       |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol         |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol         |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Comments:                     |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: SR-20 N of Pomo Way |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073007 |            |                   |
|-------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:            |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: NB      |            |                   |
| CITY/STATE: Lake, CA          |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                    | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 12:00 PM                      | 3       | 0        | 0        | 3        | 1        | 1        | 2        | 12       | 20       | 25       | 12       | 2        | 0        | 0         | 81                 | 51-60      | 45                |
| 12:15 PM                      | 3       | 0        | 0        | 4        | 8        | 4        | 3        | 13       | 23       | 18       | 8        | 0        | 0        | 0         | 84                 | 51-60      | 41                |
| 12:30 PM                      | 4       | 0        | 2        | 1        | 0        | 0        | 3        | 12       | 22       | 35       | 5        | 0        | 0        | 0         | 84                 | 51-60      | 57                |
| 12:45 PM                      | 0       | 0        | 0        | 3        | 0        | 1        | 1        | 11       | 26       | 28       | 8        | 1        | 0        | 0         | 79                 | 51-60      | 54                |
| 01:00 PM                      | 6       | 0        | 1        | 1        | 0        | 1        | 8        | 18       | 18       | 23       | 5        | 3        | 0        | 0         | 84                 | 51-60      | 41                |
| 01:15 PM                      | 5       | 0        | 0        | 3        | 3        | 1        | 4        | 9        | 26       | 23       | 7        | 0        | 0        | 0         | 81                 | 51-60      | 49                |
| 01:30 PM                      | 4       | 0        | 2        | 4        | 4        | 2        | 3        | 12       | 34       | 24       | 5        | 1        | 1        | 0         | 96                 | 51-60      | 58                |
| 01:45 PM                      | 1       | 0        | 0        | 3        | 3        | 0        | 4        | 13       | 29       | 26       | 4        | 0        | 0        | 0         | 83                 | 51-60      | 55                |
| 02:00 PM                      | 6       | 1        | 0        | 2        | 1        | 0        | 2        | 20       | 27       | 12       | 11       | 0        | 0        | 0         | 82                 | 46-55      | 47                |
| 02:15 PM                      | 7       | 0        | 1        | 4        | 3        | 0        | 10       | 17       | 36       | 22       | 6        | 3        | 0        | 0         | 109                | 51-60      | 58                |
| 02:30 PM                      | 1       | 0        | 0        | 2        | 0        | 0        | 1        | 20       | 24       | 31       | 16       | 2        | 0        | 0         | 97                 | 51-60      | 55                |
| 02:45 PM                      | 1       | 0        | 0        | 1        | 2        | 0        | 3        | 15       | 40       | 27       | 5        | 2        | 0        | 0         | 96                 | 51-60      | 67                |
| 03:00 PM                      | 5       | 0        | 1        | 5        | 1        | 0        | 3        | 18       | 27       | 16       | 7        | 2        | 1        | 0         | 86                 | 46-55      | 45                |
| 03:15 PM                      | 2       | 1        | 0        | 3        | 4        | 3        | 5        | 9        | 20       | 30       | 5        | 0        | 0        | 0         | 82                 | 51-60      | 50                |
| 03:30 PM                      | 3       | 0        | 1        | 1        | 2        | 0        | 4        | 12       | 25       | 28       | 13       | 4        | 0        | 0         | 93                 | 51-60      | 53                |
| 03:45 PM                      | 8       | 0        | 3        | 4        | 10       | 2        | 4        | 13       | 32       | 27       | 9        | 0        | 0        | 0         | 112                | 51-60      | 59                |
| 04:00 PM                      | 3       | 0        | 1        | 6        | 3        | 0        | 5        | 15       | 18       | 18       | 10       | 3        | 0        | 0         | 82                 | 51-60      | 36                |
| 04:15 PM                      | 5       | 0        | 0        | 4        | 1        | 0        | 6        | 14       | 21       | 15       | 8        | 2        | 0        | 0         | 76                 | 51-60      | 36                |
| 04:30 PM                      | 2       | 0        | 0        | 0        | 0        | 2        | 5        | 7        | 23       | 32       | 15       | 0        | 0        | 0         | 86                 | 51-60      | 55                |
| 04:45 PM                      | 1       | 0        | 1        | 7        | 0        | 2        | 2        | 14       | 23       | 22       | 4        | 0        | 0        | 0         | 76                 | 51-60      | 45                |
| 05:00 PM                      | 3       | 0        | 2        | 4        | 2        | 1        | 6        | 16       | 13       | 17       | 7        | 3        | 0        | 0         | 74                 | 51-60      | 30                |
| 05:15 PM                      | 2       | 0        | 1        | 2        | 3        | 3        | 2        | 4        | 27       | 21       | 9        | 1        | 0        | 0         | 75                 | 51-60      | 48                |
| 05:30 PM                      | 3       | 0        | 1        | 3        | 2        | 0        | 5        | 19       | 21       | 34       | 13       | 0        | 0        | 0         | 101                | 51-60      | 55                |
| 05:45 PM                      | 1       | 0        | 1        | 0        | 2        | 0        | 2        | 10       | 19       | 26       | 11       | 1        | 0        | 0         | 73                 | 51-60      | 45                |
| Day Total                     |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                       |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol         |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol         |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Comments:                     |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: SR-20 N of Pomo Way |              |              |              |              |               |              |               |               |                |                |                |               |               |               | QC JOB #: 17073007 |            |                   |
|-------------------------------|--------------|--------------|--------------|--------------|---------------|--------------|---------------|---------------|----------------|----------------|----------------|---------------|---------------|---------------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:            |              |              |              |              |               |              |               |               |                |                |                |               |               |               | DIRECTION: NB      |            |                   |
| CITY/STATE: Lake, CA          |              |              |              |              |               |              |               |               |                |                |                |               |               |               | DATE: Aug 22 2025  |            |                   |
| Start Time                    | 1<br>15      | 16<br>20     | 21<br>25     | 26<br>30     | 31<br>35      | 36<br>40     | 41<br>45      | 46<br>50      | 51<br>55       | 56<br>60       | 61<br>65       | 66<br>70      | 71<br>75      | 76<br>999     | Total              | Pace Speed | Number<br>in Pace |
| 06:00 PM                      | 2            | 0            | 0            | 1            | 1             | 0            | 0             | 6             | 14             | 24             | 9              | 3             | 0             | 0             | 60                 | 51-60      | 38                |
| 06:15 PM                      | 4            | 0            | 0            | 3            | 1             | 2            | 3             | 8             | 23             | 13             | 6              | 1             | 0             | 0             | 64                 | 51-60      | 36                |
| 06:30 PM                      | 0            | 0            | 1            | 2            | 1             | 0            | 2             | 11            | 16             | 13             | 8              | 0             | 0             | 0             | 54                 | 51-60      | 29                |
| 06:45 PM                      | 3            | 0            | 1            | 7            | 0             | 2            | 3             | 3             | 7              | 15             | 3              | 2             | 1             | 0             | 47                 | 51-60      | 22                |
| 07:00 PM                      | 3            | 0            | 1            | 3            | 3             | 1            | 2             | 6             | 26             | 15             | 3              | 0             | 0             | 0             | 63                 | 51-60      | 41                |
| 07:15 PM                      | 1            | 0            | 0            | 6            | 0             | 1            | 2             | 9             | 17             | 9              | 4              | 0             | 0             | 0             | 49                 | 50-59      | 26                |
| 07:30 PM                      | 0            | 0            | 0            | 5            | 2             | 2            | 5             | 14            | 14             | 11             | 6              | 1             | 0             | 0             | 60                 | 46-55      | 28                |
| 07:45 PM                      | 1            | 0            | 1            | 2            | 3             | 0            | 3             | 15            | 12             | 8              | 1              | 0             | 0             | 0             | 46                 | 46-55      | 27                |
| 08:00 PM                      | 1            | 0            | 0            | 2            | 0             | 4            | 4             | 16            | 16             | 6              | 2              | 0             | 0             | 0             | 51                 | 46-55      | 32                |
| 08:15 PM                      | 0            | 0            | 0            | 3            | 1             | 0            | 3             | 14            | 14             | 5              | 0              | 0             | 0             | 0             | 40                 | 46-55      | 28                |
| 08:30 PM                      | 1            | 0            | 1            | 8            | 1             | 2            | 6             | 10            | 12             | 3              | 3              | 0             | 0             | 0             | 47                 | 46-55      | 22                |
| 08:45 PM                      | 0            | 0            | 2            | 7            | 0             | 0            | 6             | 15            | 10             | 3              | 1              | 0             | 0             | 0             | 44                 | 46-55      | 25                |
| 09:00 PM                      | 0            | 0            | 1            | 6            | 2             | 2            | 3             | 10            | 7              | 2              | 0              | 0             | 0             | 0             | 33                 | 46-55      | 17                |
| 09:15 PM                      | 3            | 0            | 6            | 2            | 3             | 0            | 0             | 6             | 11             | 6              | 1              | 0             | 0             | 0             | 38                 | 46-55      | 17                |
| 09:30 PM                      | 1            | 0            | 2            | 4            | 2             | 1            | 3             | 5             | 10             | 10             | 1              | 0             | 0             | 0             | 39                 | 51-60      | 20                |
| 09:45 PM                      | 0            | 0            | 0            | 2            | 1             | 2            | 5             | 4             | 3              | 6              | 0              | 0             | 0             | 0             | 23                 | 41-50      | 9                 |
| 10:00 PM                      | 2            | 0            | 1            | 1            | 0             | 0            | 3             | 5             | 8              | 3              | 1              | 0             | 0             | 0             | 24                 | 46-55      | 13                |
| 10:15 PM                      | 1            | 0            | 0            | 0            | 1             | 1            | 1             | 4             | 8              | 2              | 1              | 0             | 0             | 0             | 19                 | 46-55      | 12                |
| 10:30 PM                      | 2            | 0            | 3            | 2            | 2             | 0            | 0             | 4             | 4              | 0              | 0              | 0             | 0             | 0             | 17                 | 46-55      | 8                 |
| 10:45 PM                      | 0            | 0            | 2            | 2            | 0             | 0            | 4             | 6             | 5              | 2              | 1              | 0             | 0             | 0             | 22                 | 46-55      | 11                |
| 11:00 PM                      | 0            | 0            | 3            | 2            | 0             | 2            | 2             | 6             | 1              | 0              | 0              | 0             | 0             | 0             | 16                 | 41-50      | 8                 |
| 11:15 PM                      | 0            | 0            | 2            | 2            | 0             | 2            | 2             | 2             | 10             | 1              | 1              | 0             | 0             | 0             | 22                 | 46-55      | 12                |
| 11:30 PM                      | 0            | 0            | 1            | 0            | 0             | 0            | 0             | 1             | 0              | 3              | 2              | 0             | 0             | 0             | 7                  | 56-65      | 5                 |
| 11:45 PM                      | 0            | 0            | 1            | 5            | 1             | 1            | 3             | 3             | 2              | 1              | 0              | 1             | 0             | 0             | 18                 | 24-33      | 6                 |
| <b>Day Total</b>              | 166          | 4            | 62           | 227          | 120           | 71           | 243           | 800           | 1399           | 1283           | 450            | 67            | 7             | 0             | 4899               | 51-60      | 2682              |
| <b>Percent</b>                | 3.4%         | 0.1%         | 1.3%         | 4.6%         | 2.4%          | 1.4%         | 5%            | 16.3%         | 28.6%          | 26.2%          | 9.2%           | 1.4%          | 0.1%          | 0%            |                    |            |                   |
|                               |              |              |              |              |               |              |               |               |                |                |                |               |               |               |                    |            |                   |
| <b>AM Peak<br/>15-min Vol</b> | 8:00 AM<br>6 | 8:15 AM<br>1 | 8:30 AM<br>2 | 8:45 AM<br>5 | 9:00 AM<br>4  | 9:15 AM<br>4 | 9:30 AM<br>9  | 9:45 AM<br>22 | 10:00 AM<br>33 | 10:15 AM<br>45 | 10:30 AM<br>15 | 10:45 AM<br>4 | 11:00 AM<br>1 | 11:15 AM<br>0 | 11:30 AM<br>121    |            |                   |
| <b>PM Peak<br/>15-min Vol</b> | 3:45 PM<br>8 | 4:00 PM<br>1 | 4:15 PM<br>6 | 4:30 PM<br>8 | 4:45 PM<br>10 | 5:00 PM<br>4 | 5:15 PM<br>10 | 5:30 PM<br>20 | 5:45 PM<br>40  | 6:00 PM<br>35  | 6:15 PM<br>16  | 6:30 PM<br>4  | 6:45 PM<br>1  | 7:00 PM<br>0  | 7:15 PM<br>112     |            |                   |
| <i>Comments:</i>              |              |              |              |              |               |              |               |               |                |                |                |               |               |               |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

**SUMMARY - Midblock Count - Speed Data**

| <b>LOCATION:</b> SR-20 N of Pomo Way |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>QC JOB #:</b> 17073007 |  |            |                   |
|--------------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|---------------------------|--|------------|-------------------|
| <b>SPECIFIC LOCATION:</b>            |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DIRECTION:</b> NB      |  |            |                   |
| <b>CITY/STATE:</b> Lake, CA          |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DATE:</b> Aug 22 2025  |  |            |                   |
| Speed Range                          | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999                 | Total  | Pace Speed | Number in<br>Pace |
| <b>Grand Total</b>                   | 166     | 4        | 62       | 227      | 120      | 71       | 243      | 800      | 1399     | 1283     | 450      | 67       | 7        | 0                         | 4899   | 51-60      | 2682              |
| <b>Percent</b>                       | 3.4%    | 0.1%     | 1.3%     | 4.6%     | 2.4%     | 1.4%     | 5%       | 16.3%    | 28.6%    | 26.2%    | 9.2%     | 1.4%     | 0.1%     | 0%                        |  |            |                   |
| <b>Cumulative Percent</b>            | 3.4%    | 3.5%     | 4.7%     | 9.4%     | 11.8%    | 13.3%    | 18.2%    | 34.6%    | 63.1%    | 89.3%    | 98.5%    | 99.9%    | 100%     | 100%                      |  |            |                   |
| <b>ADT</b><br>4899                   |         |          |          |          |          |          |          |          |          |          |          |          |          |                           | <b>85th Percentile:</b> 59 MPH<br><b>Mean Speed(Average):</b> 52 MPH<br><b>Median:</b> 52 MPH<br><b>Mode:</b> 53 MPH |            |                   |
| <i>Comments:</i>                     |         |          |          |          |          |          |          |          |          |          |          |          |          |                           |  |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

| <b>LOCATION:</b> SR-20 N of Pomo Way <span style="float: right;"><b>QC JOB #:</b> 17073007</span><br><b>SPECIFIC LOCATION:</b> <span style="float: right;"><b>DIRECTION:</b> SB</span><br><b>CITY/STATE:</b> Lake, CA <span style="float: right;"><b>DATE:</b> Aug 22 2025 - Aug 22 2025</span> |     |     |     |     |                  |                                   |     |     |                                |                      |
|---|-----|-----|-----|-----|------------------|-----------------------------------|-----|-----|--------------------------------|----------------------|
| Start Time  | Mon | Tue | Wed | Thu | Fri<br>22 Aug 25 | Average Weekday<br>15-min Traffic | Sat | Sun | Average Week<br>15-min Traffic | Average Week Profile |
| 12:00 AM  |     |     |     |     | 5                | 5                                 |     |     | 5                              |                      |
| 12:15 AM  |     |     |     |     | 8                | 8                                 |     |     | 8                              |                      |
| 12:30 AM  |     |     |     |     | 8                | 8                                 |     |     | 8                              |                      |
| 12:45 AM  |     |     |     |     | 9                | 9                                 |     |     | 9                              |                      |
| 01:00 AM  |     |     |     |     | 7                | 7                                 |     |     | 7                              |                      |
| 01:15 AM  |     |     |     |     | 4                | 4                                 |     |     | 4                              |                      |
| 01:30 AM  |     |     |     |     | 4                | 4                                 |     |     | 4                              |                      |
| 01:45 AM  |     |     |     |     | 8                | 8                                 |     |     | 8                              |                      |
| 02:00 AM  |     |     |     |     | 3                | 3                                 |     |     | 3                              |                      |
| 02:15 AM  |     |     |     |     | 5                | 5                                 |     |     | 5                              |                      |
| 02:30 AM  |     |     |     |     | 4                | 4                                 |     |     | 4                              |                      |
| 02:45 AM  |     |     |     |     | 5                | 5                                 |     |     | 5                              |                      |
| 03:00 AM  |     |     |     |     | 2                | 2                                 |     |     | 2                              |                      |
| 03:15 AM  |     |     |     |     | 7                | 7                                 |     |     | 7                              |                      |
| 03:30 AM  |     |     |     |     | 7                | 7                                 |     |     | 7                              |                      |
| 03:45 AM  |     |     |     |     | 3                | 3                                 |     |     | 3                              |                      |
| 04:00 AM  |     |     |     |     | 6                | 6                                 |     |     | 6                              |                      |
| 04:15 AM  |     |     |     |     | 6                | 6                                 |     |     | 6                              |                      |
| 04:30 AM  |     |     |     |     | 7                | 7                                 |     |     | 7                              |                      |
| 04:45 AM  |     |     |     |     | 8                | 8                                 |     |     | 8                              |                      |
| 05:00 AM  |     |     |     |     | 10               | 10                                |     |     | 10                             |                      |
| 05:15 AM  |     |     |     |     | 10               | 10                                |     |     | 10                             |                      |
| 05:30 AM  |     |     |     |     | 12               | 12                                |     |     | 12                             |                      |
| 05:45 AM  |     |     |     |     | 17               | 17                                |     |     | 17                             |                      |
| <b>Day Total</b>  |     |     |     |     |                  |                                   |     |     |                                |                      |
| % Weekday Average   |     |     |     |     |                  |                                   |     |     |                                |                      |
| % Week Average  |     |     |     |     |                  |                                   |     |     |                                |                      |
| AM Peak 15-min Vol  |     |     |     |     |                  |                                   |     |     |                                |                      |
| PM Peak 15-min Vol  |     |     |     |     |                  |                                   |     |     |                                |                      |
| <i>Comments:</i>  |     |     |     |     |                  |                                   |     |     |                                |                      |

| LOCATION: SR-20 N of Pomo Way |     |     |     |     |                  | QC JOB #: 17073007                |     |     |                                |                      |
|-------------------------------|-----|-----|-----|-----|------------------|-----------------------------------|-----|-----|--------------------------------|----------------------|
| SPECIFIC LOCATION:            |     |     |     |     |                  | DIRECTION: SB                     |     |     |                                |                      |
| CITY/STATE: Lake, CA          |     |     |     |     |                  | DATE: Aug 22 2025 - Aug 22 2025   |     |     |                                |                      |
| Start Time                    | Mon | Tue | Wed | Thu | Fri<br>22 Aug 25 | Average Weekday<br>15-min Traffic | Sat | Sun | Average Week<br>15-min Traffic | Average Week Profile |
| 06:00 AM                      |     |     |     |     | 22               | 22                                |     |     | 22                             |                      |
| 06:15 AM                      |     |     |     |     | 21               | 21                                |     |     | 21                             |                      |
| 06:30 AM                      |     |     |     |     | 17               | 17                                |     |     | 17                             |                      |
| 06:45 AM                      |     |     |     |     | 22               | 22                                |     |     | 22                             |                      |
| 07:00 AM                      |     |     |     |     | 26               | 26                                |     |     | 26                             |                      |
| 07:15 AM                      |     |     |     |     | 42               | 42                                |     |     | 42                             |                      |
| 07:30 AM                      |     |     |     |     | 47               | 47                                |     |     | 47                             |                      |
| 07:45 AM                      |     |     |     |     | 85               | 85                                |     |     | 85                             |                      |
| 08:00 AM                      |     |     |     |     | 87               | 87                                |     |     | 87                             |                      |
| 08:15 AM                      |     |     |     |     | 40               | 40                                |     |     | 40                             |                      |
| 08:30 AM                      |     |     |     |     | 42               | 42                                |     |     | 42                             |                      |
| 08:45 AM                      |     |     |     |     | 50               | 50                                |     |     | 50                             |                      |
| 09:00 AM                      |     |     |     |     | 53               | 53                                |     |     | 53                             |                      |
| 09:15 AM                      |     |     |     |     | 54               | 54                                |     |     | 54                             |                      |
| 09:30 AM                      |     |     |     |     | 65               | 65                                |     |     | 65                             |                      |
| 09:45 AM                      |     |     |     |     | 59               | 59                                |     |     | 59                             |                      |
| 10:00 AM                      |     |     |     |     | 66               | 66                                |     |     | 66                             |                      |
| 10:15 AM                      |     |     |     |     | 60               | 60                                |     |     | 60                             |                      |
| 10:30 AM                      |     |     |     |     | 67               | 67                                |     |     | 67                             |                      |
| 10:45 AM                      |     |     |     |     | 73               | 73                                |     |     | 73                             |                      |
| 11:00 AM                      |     |     |     |     | 73               | 73                                |     |     | 73                             |                      |
| 11:15 AM                      |     |     |     |     | 77               | 77                                |     |     | 77                             |                      |
| 11:30 AM                      |     |     |     |     | 84               | 84                                |     |     | 84                             |                      |
| 11:45 AM                      |     |     |     |     | 80               | 80                                |     |     | 80                             |                      |
| <b>Day Total</b>              |     |     |     |     |                  |                                   |     |     |                                |                      |
| % Weekday Average             |     |     |     |     |                  |                                   |     |     |                                |                      |
| % Week Average                |     |     |     |     |                  |                                   |     |     |                                |                      |
| AM Peak 15-min Vol            |     |     |     |     |                  |                                   |     |     |                                |                      |
| PM Peak 15-min Vol            |     |     |     |     |                  |                                   |     |     |                                |                      |
| <i>Comments:</i>              |     |     |     |     |                  |                                   |     |     |                                |                      |

| LOCATION: SR-20 N of Pomo Way |     |     |     |     |                  | QC JOB #: 17073007                |     |     |                                |                      |
|-------------------------------|-----|-----|-----|-----|------------------|-----------------------------------|-----|-----|--------------------------------|----------------------|
| SPECIFIC LOCATION:            |     |     |     |     |                  | DIRECTION: SB                     |     |     |                                |                      |
| CITY/STATE: Lake, CA          |     |     |     |     |                  | DATE: Aug 22 2025 - Aug 22 2025   |     |     |                                |                      |
| Start Time                    | Mon | Tue | Wed | Thu | Fri<br>22 Aug 25 | Average Weekday<br>15-min Traffic | Sat | Sun | Average Week<br>15-min Traffic | Average Week Profile |
| 12:00 PM                      |     |     |     |     | 107              | 107                               |     |     | 107                            |                      |
| 12:15 PM                      |     |     |     |     | 90               | 90                                |     |     | 90                             |                      |
| 12:30 PM                      |     |     |     |     | 92               | 92                                |     |     | 92                             |                      |
| 12:45 PM                      |     |     |     |     | 101              | 101                               |     |     | 101                            |                      |
| 01:00 PM                      |     |     |     |     | 75               | 75                                |     |     | 75                             |                      |
| 01:15 PM                      |     |     |     |     | 88               | 88                                |     |     | 88                             |                      |
| 01:30 PM                      |     |     |     |     | 87               | 87                                |     |     | 87                             |                      |
| 01:45 PM                      |     |     |     |     | 77               | 77                                |     |     | 77                             |                      |
| 02:00 PM                      |     |     |     |     | 116              | 116                               |     |     | 116                            |                      |
| 02:15 PM                      |     |     |     |     | 104              | 104                               |     |     | 104                            |                      |
| 02:30 PM                      |     |     |     |     | 70               | 70                                |     |     | 70                             |                      |
| 02:45 PM                      |     |     |     |     | 75               | 75                                |     |     | 75                             |                      |
| 03:00 PM                      |     |     |     |     | 101              | 101                               |     |     | 101                            |                      |
| 03:15 PM                      |     |     |     |     | 110              | 110                               |     |     | 110                            |                      |
| 03:30 PM                      |     |     |     |     | 99               | 99                                |     |     | 99                             |                      |
| 03:45 PM                      |     |     |     |     | 85               | 85                                |     |     | 85                             |                      |
| 04:00 PM                      |     |     |     |     | 116              | 116                               |     |     | 116                            |                      |
| 04:15 PM                      |     |     |     |     | 98               | 98                                |     |     | 98                             |                      |
| 04:30 PM                      |     |     |     |     | 78               | 78                                |     |     | 78                             |                      |
| 04:45 PM                      |     |     |     |     | 91               | 91                                |     |     | 91                             |                      |
| 05:00 PM                      |     |     |     |     | 90               | 90                                |     |     | 90                             |                      |
| 05:15 PM                      |     |     |     |     | 108              | 108                               |     |     | 108                            |                      |
| 05:30 PM                      |     |     |     |     | 85               | 85                                |     |     | 85                             |                      |
| 05:45 PM                      |     |     |     |     | 83               | 83                                |     |     | 83                             |                      |
| <b>Day Total</b>              |     |     |     |     |                  |                                   |     |     |                                |                      |
| % Weekday Average             |     |     |     |     |                  |                                   |     |     |                                |                      |
| % Week Average                |     |     |     |     |                  |                                   |     |     |                                |                      |
| AM Peak 15-min Vol            |     |     |     |     |                  |                                   |     |     |                                |                      |
| PM Peak 15-min Vol            |     |     |     |     |                  |                                   |     |     |                                |                      |
| <i>Comments:</i>              |     |     |     |     |                  |                                   |     |     |                                |                      |

| LOCATION: SR-20 N of Pomo Way |     |     |     |     |                  | QC JOB #: 17073007                |     |     |                                |                      |
|-------------------------------|-----|-----|-----|-----|------------------|-----------------------------------|-----|-----|--------------------------------|----------------------|
| SPECIFIC LOCATION:            |     |     |     |     |                  | DIRECTION: SB                     |     |     |                                |                      |
| CITY/STATE: Lake, CA          |     |     |     |     |                  | DATE: Aug 22 2025 - Aug 22 2025   |     |     |                                |                      |
| Start Time                    | Mon | Tue | Wed | Thu | Fri<br>22 Aug 25 | Average Weekday<br>15-min Traffic | Sat | Sun | Average Week<br>15-min Traffic | Average Week Profile |
| 06:00 PM                      |     |     |     |     | 87               | 87                                |     |     | 87                             |                      |
| 06:15 PM                      |     |     |     |     | 79               | 79                                |     |     | 79                             |                      |
| 06:30 PM                      |     |     |     |     | 68               | 68                                |     |     | 68                             |                      |
| 06:45 PM                      |     |     |     |     | 58               | 58                                |     |     | 58                             |                      |
| 07:00 PM                      |     |     |     |     | 78               | 78                                |     |     | 78                             |                      |
| 07:15 PM                      |     |     |     |     | 55               | 55                                |     |     | 55                             |                      |
| 07:30 PM                      |     |     |     |     | 50               | 50                                |     |     | 50                             |                      |
| 07:45 PM                      |     |     |     |     | 67               | 67                                |     |     | 67                             |                      |
| 08:00 PM                      |     |     |     |     | 69               | 69                                |     |     | 69                             |                      |
| 08:15 PM                      |     |     |     |     | 43               | 43                                |     |     | 43                             |                      |
| 08:30 PM                      |     |     |     |     | 60               | 60                                |     |     | 60                             |                      |
| 08:45 PM                      |     |     |     |     | 43               | 43                                |     |     | 43                             |                      |
| 09:00 PM                      |     |     |     |     | 37               | 37                                |     |     | 37                             |                      |
| 09:15 PM                      |     |     |     |     | 43               | 43                                |     |     | 43                             |                      |
| 09:30 PM                      |     |     |     |     | 36               | 36                                |     |     | 36                             |                      |
| 09:45 PM                      |     |     |     |     | 31               | 31                                |     |     | 31                             |                      |
| 10:00 PM                      |     |     |     |     | 36               | 36                                |     |     | 36                             |                      |
| 10:15 PM                      |     |     |     |     | 31               | 31                                |     |     | 31                             |                      |
| 10:30 PM                      |     |     |     |     | 22               | 22                                |     |     | 22                             |                      |
| 10:45 PM                      |     |     |     |     | 20               | 20                                |     |     | 20                             |                      |
| 11:00 PM                      |     |     |     |     | 19               | 19                                |     |     | 19                             |                      |
| 11:15 PM                      |     |     |     |     | 23               | 23                                |     |     | 23                             |                      |
| 11:30 PM                      |     |     |     |     | 23               | 23                                |     |     | 23                             |                      |
| 11:45 PM                      |     |     |     |     | 7                | 7                                 |     |     | 7                              |                      |
| <b>Day Total</b>              |     |     |     |     | 4788             | 4788                              |     |     | 4788                           |                      |
| % Weekday Average             |     |     |     |     | 100%             |                                   |     |     |                                |                      |
| % Week Average                |     |     |     |     | 100%             | 100%                              |     |     |                                |                      |
| AM Peak 15-min Vol            |     |     |     |     | 8:00 AM<br>87    | 8:00 AM<br>87                     |     |     | 8:00 AM<br>87                  |                      |
| PM Peak 15-min Vol            |     |     |     |     | 2:00 PM<br>116   | 2:00 PM<br>116                    |     |     | 2:00 PM<br>116                 |                      |

Comments:

Type of report: Midblock Count - Speed Data

| LOCATION: SR-20 S of Pomo Way |         |          |          |          |          |          |          |          |          |          |          |          |          | QC JOB #: 17073008 |       |            |                   |
|-------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|-------|------------|-------------------|
| SPECIFIC LOCATION:            |         |          |          |          |          |          |          |          |          |          |          |          |          | DIRECTION: NB      |       |            |                   |
| CITY/STATE: Lake, CA          |         |          |          |          |          |          |          |          |          |          |          |          |          | DATE: Aug 22 2025  |       |            |                   |
| Start Time                    | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999          | Total | Pace Speed | Number<br>in Pace |
| 12:00 AM                      | 0       | 1        | 0        | 1        | 0        | 2        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0                  | 7     | 36-45      | 4                 |
| 12:15 AM                      | 0       | 0        | 0        | 1        | 1        | 0        | 0        | 1        | 1        | 1        | 0        | 0        | 0        | 0                  | 5     | 26-35      | 2                 |
| 12:30 AM                      | 0       | 0        | 0        | 1        | 1        | 0        | 1        | 0        | 0        | 2        | 1        | 0        | 0        | 0                  | 6     | 56-65      | 3                 |
| 12:45 AM                      | 0       | 0        | 0        | 5        | 2        | 2        | 0        | 2        | 0        | 0        | 0        | 0        | 0        | 0                  | 11    | 26-35      | 7                 |
| 01:00 AM                      | 0       | 0        | 0        | 1        | 2        | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 0                  | 4     | 26-35      | 3                 |
| 01:15 AM                      | 0       | 0        | 0        | 1        | 1        | 1        | 0        | 2        | 0        | 1        | 0        | 0        | 0        | 0                  | 6     | 41-50      | 2                 |
| 01:30 AM                      | 0       | 0        | 0        | 2        | 0        | 0        | 2        | 2        | 0        | 2        | 0        | 0        | 0        | 0                  | 8     | 41-50      | 4                 |
| 01:45 AM                      | 0       | 0        | 0        | 0        | 1        | 0        | 0        | 1        | 3        | 0        | 0        | 0        | 0        | 0                  | 5     | 46-55      | 4                 |
| 02:00 AM                      | 0       | 0        | 0        | 0        | 3        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 4     | 26-35      | 3                 |
| 02:15 AM                      | 0       | 0        | 0        | 1        | 0        | 2        | 1        | 0        | 0        | 0        | 1        | 0        | 0        | 0                  | 5     | 36-45      | 3                 |
| 02:30 AM                      | 0       | 0        | 0        | 1        | 1        | 0        | 0        | 1        | 1        | 5        | 0        | 0        | 0        | 0                  | 9     | 51-60      | 6                 |
| 02:45 AM                      | 0       | 0        | 0        | 1        | 0        | 1        | 1        | 0        | 1        | 2        | 0        | 1        | 0        | 0                  | 7     | 51-60      | 3                 |
| 03:00 AM                      | 0       | 0        | 0        | 1        | 2        | 0        | 0        | 3        | 0        | 0        | 0        | 0        | 0        | 0                  | 6     | 41-50      | 3                 |
| 03:15 AM                      | 0       | 0        | 0        | 0        | 0        | 0        | 1        | 2        | 3        | 2        | 1        | 0        | 0        | 0                  | 9     | 48-57      | 5                 |
| 03:30 AM                      | 0       | 0        | 2        | 2        | 0        | 0        | 1        | 1        | 3        | 2        | 0        | 0        | 0        | 0                  | 11    | 51-60      | 5                 |
| 03:45 AM                      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 4        | 4        | 1        | 0        | 0        | 0                  | 10    | 51-60      | 8                 |
| 04:00 AM                      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 3        | 3        | 0        | 0        | 0        | 0                  | 7     | 51-60      | 6                 |
| 04:15 AM                      | 1       | 0        | 1        | 0        | 0        | 2        | 1        | 4        | 4        | 0        | 2        | 0        | 0        | 0                  | 15    | 46-55      | 8                 |
| 04:30 AM                      | 0       | 0        | 0        | 1        | 2        | 2        | 0        | 1        | 1        | 3        | 2        | 1        | 0        | 0                  | 13    | 56-65      | 5                 |
| 04:45 AM                      | 0       | 1        | 2        | 3        | 2        | 1        | 3        | 5        | 8        | 2        | 1        | 0        | 0        | 0                  | 28    | 46-55      | 13                |
| 05:00 AM                      | 2       | 0        | 0        | 0        | 2        | 3        | 2        | 1        | 7        | 4        | 0        | 0        | 0        | 0                  | 21    | 51-60      | 11                |
| 05:15 AM                      | 0       | 0        | 1        | 0        | 2        | 2        | 2        | 8        | 10       | 3        | 2        | 0        | 0        | 0                  | 30    | 46-55      | 18                |
| 05:30 AM                      | 1       | 0        | 1        | 2        | 0        | 0        | 3        | 7        | 6        | 5        | 1        | 0        | 0        | 0                  | 26    | 46-55      | 13                |
| 05:45 AM                      | 2       | 0        | 1        | 4        | 3        | 2        | 7        | 8        | 9        | 10       | 0        | 0        | 0        | 0                  | 46    | 51-60      | 19                |
| Day Total                     |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |
| Percent                       |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |
|                               |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |
| AM Peak                       |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |
| 15-min Vol                    |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |
| PM Peak                       |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |
| 15-min Vol                    |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |
| Comments:                     |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: SR-20 S of Pomo Way |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073008 |            |                   |
|-------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:            |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: NB      |            |                   |
| CITY/STATE: Lake, CA          |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                    | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 06:00 AM                      | 1       | 0        | 0        | 2        | 5        | 10       | 5        | 16       | 9        | 0        | 0        | 0        | 0        | 0         | 48                 | 46-55      | 25                |
| 06:15 AM                      | 0       | 0        | 0        | 1        | 5        | 10       | 9        | 8        | 17       | 6        | 2        | 0        | 0        | 0         | 58                 | 46-55      | 25                |
| 06:30 AM                      | 0       | 1        | 0        | 2        | 6        | 4        | 11       | 19       | 14       | 6        | 0        | 0        | 0        | 0         | 63                 | 46-55      | 33                |
| 06:45 AM                      | 2       | 0        | 2        | 5        | 7        | 2        | 7        | 13       | 23       | 7        | 3        | 0        | 0        | 0         | 71                 | 46-55      | 36                |
| 07:00 AM                      | 1       | 0        | 0        | 3        | 6        | 7        | 2        | 13       | 31       | 9        | 3        | 0        | 0        | 0         | 75                 | 46-55      | 44                |
| 07:15 AM                      | 1       | 0        | 3        | 2        | 14       | 13       | 18       | 17       | 31       | 11       | 1        | 1        | 0        | 0         | 112                | 46-55      | 48                |
| 07:30 AM                      | 1       | 0        | 0        | 3        | 10       | 6        | 18       | 36       | 43       | 7        | 2        | 0        | 0        | 0         | 126                | 46-55      | 79                |
| 07:45 AM                      | 8       | 0        | 0        | 4        | 16       | 6        | 18       | 26       | 22       | 19       | 3        | 0        | 0        | 0         | 122                | 46-55      | 48                |
| 08:00 AM                      | 4       | 0        | 1        | 1        | 11       | 3        | 10       | 13       | 16       | 6        | 1        | 0        | 0        | 0         | 66                 | 46-55      | 29                |
| 08:15 AM                      | 1       | 0        | 2        | 4        | 14       | 5        | 7        | 23       | 20       | 1        | 0        | 0        | 0        | 0         | 77                 | 46-55      | 43                |
| 08:30 AM                      | 1       | 0        | 0        | 0        | 6        | 6        | 4        | 13       | 23       | 7        | 2        | 0        | 0        | 0         | 62                 | 46-55      | 36                |
| 08:45 AM                      | 1       | 0        | 0        | 5        | 3        | 6        | 7        | 12       | 16       | 2        | 0        | 0        | 0        | 0         | 52                 | 46-55      | 28                |
| 09:00 AM                      | 5       | 0        | 0        | 3        | 5        | 8        | 3        | 13       | 26       | 10       | 1        | 2        | 0        | 0         | 76                 | 46-55      | 39                |
| 09:15 AM                      | 5       | 0        | 0        | 0        | 4        | 10       | 6        | 19       | 26       | 4        | 0        | 0        | 0        | 0         | 74                 | 46-55      | 45                |
| 09:30 AM                      | 3       | 0        | 1        | 3        | 7        | 9        | 6        | 21       | 20       | 4        | 0        | 0        | 0        | 0         | 74                 | 46-55      | 41                |
| 09:45 AM                      | 5       | 0        | 1        | 5        | 12       | 9        | 5        | 14       | 14       | 1        | 0        | 0        | 0        | 0         | 66                 | 46-55      | 28                |
| 10:00 AM                      | 2       | 0        | 0        | 2        | 9        | 7        | 13       | 26       | 8        | 2        | 0        | 0        | 0        | 0         | 69                 | 41-50      | 39                |
| 10:15 AM                      | 1       | 0        | 0        | 2        | 7        | 11       | 7        | 14       | 9        | 3        | 0        | 0        | 0        | 0         | 54                 | 46-55      | 23                |
| 10:30 AM                      | 9       | 0        | 0        | 2        | 7        | 5        | 8        | 16       | 10       | 1        | 0        | 0        | 0        | 0         | 58                 | 46-55      | 26                |
| 10:45 AM                      | 4       | 0        | 2        | 4        | 14       | 12       | 23       | 16       | 9        | 4        | 0        | 0        | 0        | 0         | 88                 | 41-50      | 39                |
| 11:00 AM                      | 5       | 0        | 1        | 4        | 15       | 7        | 16       | 30       | 16       | 2        | 0        | 0        | 0        | 0         | 96                 | 45-54      | 46                |
| 11:15 AM                      | 0       | 0        | 1        | 1        | 10       | 10       | 9        | 31       | 21       | 3        | 0        | 0        | 0        | 0         | 86                 | 46-55      | 52                |
| 11:30 AM                      | 7       | 0        | 1        | 3        | 7        | 10       | 14       | 21       | 18       | 4        | 0        | 0        | 0        | 0         | 85                 | 46-55      | 39                |
| 11:45 AM                      | 4       | 0        | 1        | 2        | 7        | 9        | 9        | 35       | 16       | 2        | 0        | 0        | 0        | 0         | 85                 | 46-55      | 51                |
| Day Total                     |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                       |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol         |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol         |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <i>Comments:</i>              |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: SR-20 S of Pomo Way |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073008 |            |                   |
|-------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:            |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: NB      |            |                   |
| CITY/STATE: Lake, CA          |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                    | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 12:00 PM                      | 2       | 0        | 0        | 5        | 5        | 6        | 5        | 19       | 31       | 10       | 3        | 0        | 0        | 0         | 86                 | 46-55      | 50                |
| 12:15 PM                      | 5       | 0        | 1        | 6        | 10       | 7        | 10       | 27       | 14       | 5        | 0        | 0        | 0        | 0         | 85                 | 46-55      | 41                |
| 12:30 PM                      | 8       | 0        | 0        | 3        | 11       | 7        | 5        | 13       | 29       | 7        | 0        | 0        | 0        | 0         | 83                 | 46-55      | 42                |
| 12:45 PM                      | 7       | 0        | 0        | 3        | 11       | 16       | 1        | 19       | 22       | 13       | 2        | 1        | 1        | 0         | 96                 | 46-55      | 41                |
| 01:00 PM                      | 5       | 0        | 1        | 0        | 11       | 9        | 13       | 16       | 27       | 7        | 3        | 0        | 0        | 0         | 92                 | 46-55      | 43                |
| 01:15 PM                      | 3       | 0        | 1        | 4        | 12       | 5        | 9        | 21       | 21       | 8        | 0        | 0        | 0        | 0         | 84                 | 46-55      | 42                |
| 01:30 PM                      | 7       | 2        | 0        | 4        | 4        | 11       | 7        | 28       | 23       | 10       | 1        | 1        | 0        | 0         | 98                 | 46-55      | 51                |
| 01:45 PM                      | 3       | 0        | 0        | 3        | 9        | 5        | 9        | 30       | 23       | 3        | 2        | 0        | 0        | 0         | 87                 | 46-55      | 53                |
| 02:00 PM                      | 8       | 0        | 1        | 2        | 11       | 10       | 12       | 25       | 20       | 6        | 2        | 0        | 0        | 0         | 97                 | 46-55      | 45                |
| 02:15 PM                      | 5       | 1        | 0        | 4        | 11       | 18       | 17       | 29       | 22       | 3        | 2        | 0        | 0        | 0         | 112                | 46-55      | 51                |
| 02:30 PM                      | 11      | 0        | 0        | 4        | 7        | 14       | 13       | 18       | 27       | 12       | 2        | 0        | 0        | 0         | 108                | 46-55      | 45                |
| 02:45 PM                      | 3       | 1        | 1        | 7        | 15       | 9        | 17       | 38       | 25       | 8        | 0        | 0        | 0        | 0         | 124                | 46-55      | 63                |
| 03:00 PM                      | 6       | 0        | 1        | 5        | 11       | 10       | 9        | 34       | 13       | 5        | 1        | 1        | 0        | 0         | 96                 | 46-55      | 47                |
| 03:15 PM                      | 6       | 0        | 2        | 4        | 13       | 9        | 7        | 25       | 19       | 5        | 0        | 0        | 0        | 0         | 90                 | 46-55      | 44                |
| 03:30 PM                      | 3       | 0        | 0        | 3        | 12       | 12       | 11       | 24       | 31       | 10       | 2        | 0        | 0        | 0         | 108                | 46-55      | 55                |
| 03:45 PM                      | 7       | 0        | 0        | 1        | 20       | 6        | 8        | 28       | 23       | 3        | 0        | 0        | 0        | 0         | 96                 | 46-55      | 51                |
| 04:00 PM                      | 8       | 0        | 0        | 2        | 10       | 9        | 11       | 23       | 18       | 12       | 1        | 0        | 0        | 0         | 94                 | 46-55      | 41                |
| 04:15 PM                      | 5       | 0        | 1        | 3        | 6        | 8        | 12       | 12       | 19       | 7        | 2        | 0        | 0        | 0         | 75                 | 46-55      | 31                |
| 04:30 PM                      | 7       | 1        | 0        | 7        | 10       | 10       | 9        | 19       | 26       | 10       | 0        | 0        | 0        | 0         | 99                 | 46-55      | 45                |
| 04:45 PM                      | 3       | 0        | 1        | 2        | 14       | 11       | 9        | 24       | 17       | 4        | 0        | 0        | 0        | 0         | 85                 | 46-55      | 41                |
| 05:00 PM                      | 5       | 0        | 0        | 1        | 8        | 7        | 17       | 19       | 17       | 6        | 1        | 0        | 0        | 0         | 81                 | 41-50      | 36                |
| 05:15 PM                      | 7       | 1        | 2        | 7        | 8        | 5        | 8        | 24       | 17       | 8        | 0        | 0        | 0        | 0         | 87                 | 46-55      | 41                |
| 05:30 PM                      | 3       | 1        | 2        | 9        | 10       | 14       | 17       | 30       | 26       | 13       | 0        | 0        | 0        | 0         | 125                | 46-55      | 56                |
| 05:45 PM                      | 4       | 0        | 0        | 10       | 10       | 6        | 16       | 13       | 22       | 9        | 1        | 0        | 0        | 0         | 91                 | 46-55      | 35                |
| Day Total                     |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                       |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol         |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol         |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <i>Comments:</i>              |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: SR-20 S of Pomo Way |          |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073008 |            |                   |
|-------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:            |          |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: NB      |            |                   |
| CITY/STATE: Lake, CA          |          |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                    | 1<br>15  | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 06:00 PM                      | 3        | 0        | 0        | 1        | 10       | 12       | 5        | 13       | 26       | 11       | 1        | 0        | 0        | 0         | 82                 | 46-55      | 39                |
| 06:15 PM                      | 1        | 0        | 0        | 6        | 10       | 14       | 8        | 17       | 12       | 6        | 1        | 0        | 0        | 0         | 75                 | 46-55      | 29                |
| 06:30 PM                      | 0        | 0        | 0        | 3        | 11       | 9        | 4        | 16       | 10       | 8        | 1        | 0        | 0        | 0         | 62                 | 46-55      | 26                |
| 06:45 PM                      | 2        | 0        | 0        | 5        | 12       | 9        | 4        | 10       | 12       | 2        | 3        | 1        | 0        | 0         | 60                 | 46-55      | 22                |
| 07:00 PM                      | 7        | 0        | 1        | 6        | 11       | 5        | 16       | 16       | 10       | 3        | 0        | 0        | 0        | 0         | 75                 | 41-50      | 32                |
| 07:15 PM                      | 3        | 0        | 1        | 1        | 6        | 9        | 4        | 13       | 10       | 5        | 0        | 0        | 0        | 0         | 52                 | 46-55      | 23                |
| 07:30 PM                      | 1        | 0        | 2        | 5        | 8        | 17       | 10       | 10       | 13       | 5        | 0        | 0        | 0        | 0         | 71                 | 36-45      | 27                |
| 07:45 PM                      | 2        | 1        | 1        | 3        | 8        | 10       | 5        | 11       | 7        | 1        | 0        | 0        | 0        | 0         | 49                 | 31-40      | 18                |
| 08:00 PM                      | 3        | 0        | 3        | 7        | 10       | 9        | 14       | 20       | 4        | 0        | 0        | 0        | 0        | 0         | 70                 | 41-50      | 34                |
| 08:15 PM                      | 0        | 0        | 3        | 5        | 8        | 6        | 11       | 12       | 7        | 0        | 0        | 0        | 0        | 0         | 52                 | 41-50      | 23                |
| 08:30 PM                      | 0        | 0        | 1        | 7        | 4        | 7        | 12       | 7        | 2        | 2        | 1        | 0        | 0        | 0         | 43                 | 36-45      | 19                |
| 08:45 PM                      | 1        | 1        | 4        | 7        | 7        | 4        | 18       | 12       | 2        | 0        | 0        | 0        | 0        | 0         | 56                 | 41-50      | 30                |
| 09:00 PM                      | 0        | 0        | 3        | 9        | 9        | 4        | 9        | 7        | 1        | 0        | 0        | 0        | 0        | 0         | 42                 | 26-35      | 18                |
| 09:15 PM                      | 2        | 1        | 2        | 9        | 3        | 2        | 5        | 9        | 7        | 2        | 0        | 0        | 0        | 0         | 42                 | 46-55      | 16                |
| 09:30 PM                      | 1        | 0        | 0        | 6        | 6        | 4        | 5        | 8        | 13       | 1        | 0        | 0        | 0        | 0         | 44                 | 46-55      | 21                |
| 09:45 PM                      | 2        | 0        | 1        | 9        | 6        | 3        | 9        | 5        | 2        | 0        | 0        | 0        | 0        | 0         | 37                 | 26-35      | 15                |
| 10:00 PM                      | 1        | 0        | 1        | 6        | 7        | 3        | 5        | 10       | 3        | 0        | 0        | 0        | 0        | 0         | 36                 | 41-50      | 15                |
| 10:15 PM                      | 0        | 0        | 1        | 11       | 5        | 1        | 4        | 9        | 2        | 0        | 0        | 0        | 0        | 0         | 33                 | 26-35      | 16                |
| 10:30 PM                      | 0        | 0        | 0        | 3        | 2        | 1        | 5        | 4        | 0        | 0        | 0        | 0        | 0        | 0         | 15                 | 41-50      | 9                 |
| 10:45 PM                      | 0        | 0        | 0        | 7        | 4        | 3        | 5        | 4        | 2        | 1        | 0        | 0        | 0        | 0         | 26                 | 26-35      | 11                |
| 11:00 PM                      | 0        | 1        | 0        | 4        | 7        | 1        | 4        | 3        | 0        | 0        | 0        | 0        | 0        | 0         | 20                 | 26-35      | 11                |
| 11:15 PM                      | 0        | 2        | 0        | 5        | 2        | 2        | 3        | 7        | 4        | 0        | 0        | 0        | 0        | 0         | 25                 | 46-55      | 11                |
| 11:30 PM                      | 1        | 0        | 0        | 6        | 5        | 1        | 0        | 3        | 3        | 0        | 0        | 0        | 0        | 0         | 19                 | 26-35      | 11                |
| 11:45 PM                      | 0        | 2        | 3        | 3        | 1        | 6        | 2        | 1        | 1        | 0        | 0        | 0        | 0        | 0         | 19                 | 36-45      | 8                 |
| <b>Day Total</b>              | 238      | 18       | 65       | 324      | 643      | 571      | 682      | 1302     | 1207     | 403      | 63       | 9        | 1        | 0         | 5526               | 46-55      | 2509              |
| <b>Percent</b>                | 4.3%     | 0.3%     | 1.2%     | 5.9%     | 11.6%    | 10.3%    | 12.3%    | 23.6%    | 21.8%    | 7.3%     | 1.1%     | 0.2%     | 0%       | 0%        |                    |            |                   |
|                               |          |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <b>AM Peak<br/>15-min Vol</b> | 10:30 AM | 12:00 AM | 7:15 AM  | 12:45 AM | 7:45 AM  | 7:15 AM  | 10:45 AM | 7:30 AM  | 7:30 AM  | 7:45 AM  | 6:45 AM  | 9:00 AM  | 12:00 AM | 12:00 AM  | 7:30 AM            |            |                   |
|                               | 9        | 1        | 3        | 5        | 16       | 13       | 23       | 36       | 43       | 19       | 3        | 2        | 0        | 0         | 126                |            |                   |
| <b>PM Peak<br/>15-min Vol</b> | 2:30 PM  | 1:30 PM  | 8:45 PM  | 10:15 PM | 3:45 PM  | 2:15 PM  | 8:45 PM  | 2:45 PM  | 12:00 PM | 12:45 PM | 12:00 PM | 12:45 PM | 12:45 PM | 12:00 PM  | 5:30 PM            |            |                   |
|                               | 11       | 2        | 4        | 11       | 20       | 18       | 18       | 38       | 31       | 13       | 3        | 1        | 1        | 0         | 125                |            |                   |
| <i>Comments:</i>              |          |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

**SUMMARY - Midblock Count - Speed Data**

| <b>LOCATION:</b> SR-20 S of Pomo Way |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>QC JOB #:</b> 17073008 |  |            |                   |
|--------------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|---------------------------|--|------------|-------------------|
| <b>SPECIFIC LOCATION:</b>            |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DIRECTION:</b> NB      |  |            |                   |
| <b>CITY/STATE:</b> Lake, CA          |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DATE:</b> Aug 22 2025  |  |            |                   |
| Speed Range                          | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999                 | Total  | Pace Speed | Number in<br>Pace |
| <b>Grand Total</b>                   | 238     | 18       | 65       | 324      | 643      | 571      | 682      | 1302     | 1207     | 403      | 63       | 9        | 1        | 0                         | 5526   | 46-55      | 2509              |
| <b>Percent</b>                       | 4.3%    | 0.3%     | 1.2%     | 5.9%     | 11.6%    | 10.3%    | 12.3%    | 23.6%    | 21.8%    | 7.3%     | 1.1%     | 0.2%     | 0%       | 0%                        |  |            |                   |
| <b>Cumulative Percent</b>            | 4.3%    | 4.6%     | 5.8%     | 11.7%    | 23.3%    | 33.6%    | 46%      | 69.5%    | 91.4%    | 98.7%    | 99.8%    | 100%     | 100%     | 100%                      |  |            |                   |
| <b>ADT<br/>5526</b>                  |         |          |          |          |          |          |          |          |          |          |          |          |          |                           | <b>85th Percentile:</b> 53 MPH<br><b>Mean Speed(Average):</b> 45 MPH<br><b>Median:</b> 45 MPH<br><b>Mode:</b> 48 MPH |            |                   |
| <i>Comments:</i>                     |         |          |          |          |          |          |          |          |          |          |          |          |          |                           |  |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Speed Data

| LOCATION: SR-20 S of Pomo Way |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073008 |            |                   |
|-------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:            |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: SB      |            |                   |
| CITY/STATE: Lake, CA          |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                    | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 12:00 AM                      | 1       | 0        | 2        | 5        | 1        | 0        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0         | 11                 | 21-30      | 7                 |
| 12:15 AM                      | 0       | 0        | 1        | 1        | 1        | 1        | 0        | 5        | 2        | 0        | 0        | 0        | 0        | 0         | 11                 | 46-55      | 7                 |
| 12:30 AM                      | 0       | 0        | 0        | 1        | 3        | 3        | 3        | 0        | 1        | 1        | 0        | 0        | 0        | 0         | 12                 | 31-40      | 6                 |
| 12:45 AM                      | 0       | 0        | 0        | 1        | 0        | 1        | 0        | 2        | 3        | 1        | 1        | 0        | 0        | 0         | 9                  | 46-55      | 5                 |
| 01:00 AM                      | 0       | 0        | 0        | 2        | 3        | 2        | 1        | 2        | 0        | 1        | 0        | 0        | 0        | 0         | 11                 | 28-37      | 5                 |
| 01:15 AM                      | 0       | 0        | 0        | 1        | 0        | 2        | 2        | 2        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 36-45      | 4                 |
| 01:30 AM                      | 0       | 0        | 2        | 1        | 1        | 0        | 0        | 2        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 21-30      | 3                 |
| 01:45 AM                      | 0       | 0        | 1        | 0        | 0        | 0        | 1        | 3        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 41-50      | 4                 |
| 02:00 AM                      | 0       | 0        | 0        | 0        | 1        | 0        | 0        | 1        | 2        | 0        | 0        | 0        | 0        | 0         | 4                  | 46-55      | 3                 |
| 02:15 AM                      | 0       | 0        | 1        | 1        | 2        | 2        | 1        | 1        | 0        | 0        | 1        | 0        | 0        | 0         | 9                  | 31-40      | 4                 |
| 02:30 AM                      | 0       | 0        | 0        | 1        | 0        | 1        | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 38-47      | 4                 |
| 02:45 AM                      | 0       | 0        | 2        | 2        | 2        | 1        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 21-30      | 4                 |
| 03:00 AM                      | 0       | 0        | 1        | 2        | 1        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 26-35      | 3                 |
| 03:15 AM                      | 0       | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 4        | 0        | 1        | 0        | 0        | 0         | 6                  | 46-55      | 4                 |
| 03:30 AM                      | 2       | 0        | 1        | 1        | 1        | 0        | 0        | 1        | 2        | 1        | 1        | 0        | 0        | 0         | 10                 | 51-60      | 3                 |
| 03:45 AM                      | 0       | 0        | 0        | 1        | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 21-30      | 1                 |
| 04:00 AM                      | 0       | 0        | 0        | 0        | 0        | 0        | 1        | 2        | 1        | 2        | 0        | 0        | 0        | 0         | 6                  | 46-55      | 3                 |
| 04:15 AM                      | 0       | 0        | 1        | 4        | 0        | 0        | 0        | 2        | 0        | 1        | 1        | 0        | 0        | 0         | 9                  | 21-30      | 5                 |
| 04:30 AM                      | 0       | 0        | 0        | 3        | 0        | 3        | 1        | 2        | 1        | 0        | 0        | 0        | 0        | 0         | 10                 | 36-45      | 4                 |
| 04:45 AM                      | 0       | 0        | 0        | 1        | 0        | 3        | 1        | 1        | 1        | 2        | 0        | 0        | 0        | 0         | 9                  | 36-45      | 4                 |
| 05:00 AM                      | 0       | 0        | 0        | 1        | 0        | 1        | 0        | 3        | 4        | 2        | 0        | 0        | 0        | 0         | 11                 | 46-55      | 7                 |
| 05:15 AM                      | 0       | 0        | 0        | 1        | 0        | 1        | 2        | 2        | 1        | 1        | 1        | 0        | 0        | 0         | 9                  | 41-50      | 4                 |
| 05:30 AM                      | 1       | 0        | 1        | 1        | 0        | 1        | 2        | 1        | 4        | 3        | 0        | 0        | 0        | 0         | 14                 | 51-60      | 7                 |
| 05:45 AM                      | 0       | 0        | 0        | 0        | 3        | 3        | 2        | 3        | 3        | 2        | 0        | 0        | 0        | 0         | 16                 | 31-40      | 6                 |
| Day Total                     |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                       |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol         |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol         |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <i>Comments:</i>              |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: SR-20 S of Pomo Way |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073008 |            |                   |
|-------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:            |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: SB      |            |                   |
| CITY/STATE: Lake, CA          |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                    | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 06:00 AM                      | 0       | 0        | 1        | 3        | 1        | 0        | 5        | 10       | 4        | 2        | 0        | 0        | 0        | 0         | 26                 | 41-50      | 15                |
| 06:15 AM                      | 0       | 0        | 0        | 2        | 1        | 1        | 3        | 7        | 6        | 1        | 1        | 0        | 0        | 0         | 22                 | 46-55      | 13                |
| 06:30 AM                      | 0       | 0        | 1        | 4        | 3        | 4        | 2        | 5        | 4        | 1        | 1        | 0        | 0        | 0         | 25                 | 46-55      | 9                 |
| 06:45 AM                      | 4       | 1        | 1        | 4        | 4        | 2        | 1        | 3        | 2        | 1        | 0        | 1        | 0        | 0         | 24                 | 26-35      | 8                 |
| 07:00 AM                      | 3       | 0        | 0        | 2        | 1        | 4        | 3        | 8        | 3        | 6        | 0        | 0        | 0        | 0         | 30                 | 41-50      | 11                |
| 07:15 AM                      | 2       | 0        | 1        | 7        | 6        | 0        | 3        | 14       | 12       | 1        | 1        | 0        | 0        | 0         | 47                 | 46-55      | 26                |
| 07:30 AM                      | 0       | 0        | 0        | 2        | 3        | 8        | 4        | 9        | 8        | 4        | 0        | 0        | 0        | 0         | 38                 | 46-55      | 17                |
| 07:45 AM                      | 5       | 0        | 2        | 4        | 7        | 5        | 10       | 25       | 17       | 3        | 1        | 0        | 0        | 0         | 79                 | 46-55      | 42                |
| 08:00 AM                      | 1       | 0        | 1        | 2        | 9        | 13       | 18       | 22       | 16       | 5        | 0        | 0        | 0        | 0         | 87                 | 41-50      | 40                |
| 08:15 AM                      | 1       | 0        | 2        | 2        | 3        | 4        | 13       | 13       | 10       | 2        | 1        | 0        | 0        | 0         | 51                 | 41-50      | 26                |
| 08:30 AM                      | 1       | 0        | 1        | 3        | 3        | 4        | 9        | 14       | 8        | 1        | 2        | 0        | 0        | 0         | 46                 | 41-50      | 23                |
| 08:45 AM                      | 2       | 0        | 1        | 6        | 7        | 7        | 12       | 12       | 8        | 5        | 0        | 0        | 0        | 0         | 60                 | 41-50      | 24                |
| 09:00 AM                      | 1       | 3        | 2        | 5        | 9        | 8        | 10       | 19       | 5        | 2        | 0        | 0        | 0        | 0         | 64                 | 41-50      | 29                |
| 09:15 AM                      | 4       | 0        | 0        | 4        | 3        | 6        | 12       | 16       | 4        | 3        | 1        | 0        | 0        | 0         | 53                 | 41-50      | 28                |
| 09:30 AM                      | 3       | 0        | 0        | 4        | 2        | 9        | 14       | 12       | 13       | 3        | 0        | 0        | 0        | 0         | 60                 | 41-50      | 26                |
| 09:45 AM                      | 7       | 0        | 2        | 5        | 9        | 10       | 15       | 16       | 8        | 0        | 0        | 0        | 0        | 0         | 72                 | 41-50      | 31                |
| 10:00 AM                      | 1       | 0        | 1        | 9        | 4        | 7        | 25       | 24       | 1        | 1        | 0        | 0        | 0        | 0         | 73                 | 41-50      | 49                |
| 10:15 AM                      | 2       | 1        | 3        | 8        | 5        | 6        | 16       | 9        | 16       | 1        | 0        | 0        | 0        | 0         | 67                 | 41-50      | 25                |
| 10:30 AM                      | 5       | 1        | 1        | 6        | 1        | 13       | 18       | 8        | 6        | 3        | 1        | 0        | 0        | 0         | 63                 | 36-45      | 31                |
| 10:45 AM                      | 3       | 1        | 3        | 7        | 3        | 15       | 13       | 18       | 12       | 0        | 0        | 0        | 0        | 0         | 75                 | 41-50      | 31                |
| 11:00 AM                      | 7       | 2        | 4        | 13       | 13       | 22       | 12       | 15       | 7        | 1        | 0        | 0        | 0        | 0         | 96                 | 31-40      | 35                |
| 11:15 AM                      | 1       | 0        | 2        | 7        | 7        | 13       | 28       | 14       | 8        | 1        | 0        | 0        | 0        | 0         | 81                 | 41-50      | 42                |
| 11:30 AM                      | 5       | 0        | 0        | 3        | 14       | 16       | 21       | 28       | 3        | 0        | 0        | 1        | 0        | 0         | 91                 | 41-50      | 49                |
| 11:45 AM                      | 11      | 0        | 1        | 8        | 10       | 15       | 21       | 19       | 13       | 0        | 1        | 0        | 0        | 0         | 99                 | 41-50      | 40                |
| Day Total                     |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                       |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol         |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol         |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <i>Comments:</i>              |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: SR-20 S of Pomo Way |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073008 |            |                   |
|-------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:            |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: SB      |            |                   |
| CITY/STATE: Lake, CA          |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                    | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 12:00 PM                      | 4       | 0        | 2        | 5        | 7        | 15       | 37       | 30       | 2        | 1        | 0        | 0        | 0        | 0         | 103                | 41-50      | 67                |
| 12:15 PM                      | 12      | 0        | 0        | 7        | 13       | 19       | 21       | 20       | 7        | 1        | 1        | 0        | 0        | 0         | 101                | 41-50      | 41                |
| 12:30 PM                      | 8       | 1        | 0        | 8        | 14       | 8        | 23       | 14       | 16       | 1        | 0        | 0        | 0        | 0         | 93                 | 41-50      | 37                |
| 12:45 PM                      | 4       | 0        | 1        | 18       | 25       | 14       | 17       | 19       | 15       | 3        | 0        | 0        | 0        | 0         | 116                | 26-35      | 43                |
| 01:00 PM                      | 4       | 1        | 3        | 10       | 6        | 13       | 13       | 13       | 13       | 4        | 0        | 0        | 0        | 0         | 80                 | 36-45      | 26                |
| 01:15 PM                      | 3       | 0        | 0        | 5        | 13       | 15       | 19       | 25       | 13       | 2        | 0        | 0        | 0        | 0         | 95                 | 41-50      | 44                |
| 01:30 PM                      | 13      | 4        | 4        | 7        | 10       | 1        | 14       | 10       | 11       | 3        | 0        | 0        | 0        | 0         | 77                 | 41-50      | 24                |
| 01:45 PM                      | 3       | 0        | 2        | 6        | 5        | 5        | 21       | 18       | 15       | 1        | 0        | 0        | 0        | 0         | 76                 | 41-50      | 39                |
| 02:00 PM                      | 5       | 0        | 3        | 10       | 13       | 24       | 23       | 30       | 17       | 0        | 0        | 0        | 0        | 0         | 125                | 41-50      | 53                |
| 02:15 PM                      | 9       | 0        | 4        | 10       | 14       | 24       | 18       | 28       | 6        | 0        | 0        | 0        | 0        | 0         | 113                | 41-50      | 46                |
| 02:30 PM                      | 5       | 0        | 2        | 10       | 11       | 11       | 22       | 15       | 13       | 0        | 0        | 0        | 1        | 0         | 90                 | 41-50      | 37                |
| 02:45 PM                      | 8       | 0        | 3        | 10       | 5        | 8        | 16       | 15       | 9        | 4        | 0        | 0        | 0        | 0         | 78                 | 41-50      | 31                |
| 03:00 PM                      | 10      | 0        | 0        | 7        | 11       | 10       | 18       | 31       | 12       | 2        | 0        | 0        | 0        | 0         | 101                | 41-50      | 49                |
| 03:15 PM                      | 3       | 0        | 1        | 10       | 13       | 10       | 39       | 26       | 6        | 2        | 0        | 0        | 0        | 0         | 110                | 41-50      | 65                |
| 03:30 PM                      | 5       | 0        | 0        | 6        | 14       | 16       | 27       | 20       | 14       | 0        | 0        | 1        | 0        | 0         | 103                | 41-50      | 47                |
| 03:45 PM                      | 7       | 0        | 0        | 6        | 14       | 12       | 27       | 23       | 8        | 4        | 0        | 0        | 0        | 0         | 101                | 41-50      | 50                |
| 04:00 PM                      | 6       | 0        | 1        | 9        | 14       | 16       | 35       | 34       | 14       | 0        | 0        | 0        | 0        | 0         | 129                | 41-50      | 69                |
| 04:15 PM                      | 6       | 0        | 2        | 9        | 12       | 7        | 25       | 34       | 15       | 1        | 0        | 0        | 0        | 0         | 111                | 41-50      | 59                |
| 04:30 PM                      | 4       | 0        | 0        | 13       | 11       | 10       | 11       | 14       | 18       | 1        | 0        | 0        | 0        | 0         | 82                 | 46-55      | 32                |
| 04:45 PM                      | 4       | 0        | 0        | 9        | 6        | 15       | 21       | 28       | 8        | 2        | 0        | 0        | 0        | 0         | 93                 | 41-50      | 49                |
| 05:00 PM                      | 6       | 0        | 0        | 9        | 7        | 16       | 23       | 24       | 16       | 3        | 0        | 0        | 0        | 0         | 104                | 41-50      | 47                |
| 05:15 PM                      | 5       | 0        | 0        | 5        | 6        | 22       | 30       | 31       | 6        | 1        | 0        | 0        | 0        | 0         | 106                | 41-50      | 61                |
| 05:30 PM                      | 5       | 0        | 1        | 6        | 6        | 8        | 23       | 30       | 7        | 2        | 0        | 0        | 0        | 0         | 88                 | 41-50      | 53                |
| 05:45 PM                      | 3       | 0        | 0        | 10       | 9        | 8        | 11       | 23       | 12       | 0        | 0        | 0        | 0        | 0         | 76                 | 46-55      | 35                |
| Day Total<br>Percent          |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
|                               |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol         |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol         |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <i>Comments:</i>              |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: SR-20 S of Pomo Way |                |              |               |                |                |                |                |                |               |              |               |              |               |               | QC JOB #: 17073008 |            |                   |
|-------------------------------|----------------|--------------|---------------|----------------|----------------|----------------|----------------|----------------|---------------|--------------|---------------|--------------|---------------|---------------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:            |                |              |               |                |                |                |                |                |               |              |               |              |               |               | DIRECTION: SB      |            |                   |
| CITY/STATE: Lake, CA          |                |              |               |                |                |                |                |                |               |              |               |              |               |               | DATE: Aug 22 2025  |            |                   |
| Start Time                    | 1<br>15        | 16<br>20     | 21<br>25      | 26<br>30       | 31<br>35       | 36<br>40       | 41<br>45       | 46<br>50       | 51<br>55      | 56<br>60     | 61<br>65      | 66<br>70     | 71<br>75      | 76<br>999     | Total              | Pace Speed | Number<br>in Pace |
| 06:00 PM                      | 5              | 0            | 1             | 4              | 7              | 21             | 15             | 16             | 10            | 1            | 1             | 0            | 0             | 0             | 81                 | 36-45      | 36                |
| 06:15 PM                      | 8              | 0            | 0             | 2              | 9              | 6              | 17             | 29             | 12            | 2            | 0             | 0            | 0             | 0             | 85                 | 41-50      | 46                |
| 06:30 PM                      | 3              | 2            | 5             | 15             | 8              | 4              | 8              | 17             | 15            | 2            | 0             | 0            | 0             | 0             | 79                 | 46-55      | 32                |
| 06:45 PM                      | 3              | 0            | 2             | 5              | 3              | 8              | 14             | 21             | 7             | 1            | 0             | 0            | 0             | 0             | 64                 | 41-50      | 35                |
| 07:00 PM                      | 9              | 0            | 4             | 11             | 12             | 4              | 18             | 24             | 11            | 2            | 0             | 0            | 0             | 0             | 95                 | 41-50      | 42                |
| 07:15 PM                      | 0              | 0            | 3             | 10             | 13             | 13             | 13             | 15             | 6             | 0            | 0             | 0            | 0             | 0             | 73                 | 41-50      | 28                |
| 07:30 PM                      | 4              | 0            | 1             | 7              | 2              | 14             | 16             | 3              | 5             | 0            | 0             | 0            | 0             | 0             | 52                 | 36-45      | 30                |
| 07:45 PM                      | 2              | 1            | 2             | 8              | 7              | 10             | 14             | 27             | 8             | 1            | 0             | 0            | 0             | 0             | 80                 | 41-50      | 41                |
| 08:00 PM                      | 3              | 0            | 3             | 6              | 7              | 8              | 21             | 16             | 7             | 2            | 0             | 0            | 0             | 0             | 73                 | 41-50      | 37                |
| 08:15 PM                      | 6              | 0            | 1             | 13             | 11             | 9              | 12             | 14             | 1             | 0            | 0             | 0            | 0             | 0             | 67                 | 41-50      | 26                |
| 08:30 PM                      | 0              | 0            | 3             | 8              | 6              | 19             | 16             | 16             | 4             | 0            | 0             | 0            | 0             | 0             | 72                 | 36-45      | 35                |
| 08:45 PM                      | 2              | 0            | 4             | 10             | 8              | 8              | 13             | 8              | 3             | 0            | 0             | 0            | 0             | 0             | 56                 | 37-46      | 21                |
| 09:00 PM                      | 0              | 0            | 2             | 11             | 5              | 8              | 7              | 11             | 3             | 1            | 0             | 0            | 0             | 0             | 48                 | 41-50      | 18                |
| 09:15 PM                      | 1              | 2            | 4             | 8              | 8              | 9              | 5              | 8              | 2             | 0            | 0             | 0            | 0             | 0             | 47                 | 31-40      | 17                |
| 09:30 PM                      | 1              | 0            | 1             | 11             | 9              | 8              | 11             | 7              | 3             | 0            | 0             | 0            | 0             | 0             | 51                 | 26-35      | 20                |
| 09:45 PM                      | 1              | 0            | 4             | 8              | 2              | 8              | 6              | 6              | 3             | 1            | 0             | 0            | 0             | 0             | 39                 | 36-45      | 14                |
| 10:00 PM                      | 1              | 0            | 2             | 3              | 7              | 5              | 4              | 11             | 5             | 3            | 0             | 0            | 0             | 0             | 41                 | 46-55      | 16                |
| 10:15 PM                      | 1              | 0            | 0             | 6              | 3              | 8              | 5              | 8              | 11            | 1            | 0             | 0            | 0             | 0             | 43                 | 46-55      | 19                |
| 10:30 PM                      | 0              | 0            | 1             | 6              | 8              | 8              | 3              | 6              | 1             | 0            | 1             | 0            | 0             | 0             | 34                 | 31-40      | 16                |
| 10:45 PM                      | 0              | 0            | 1             | 2              | 2              | 2              | 8              | 3              | 3             | 2            | 0             | 0            | 0             | 0             | 23                 | 41-50      | 11                |
| 11:00 PM                      | 0              | 0            | 0             | 6              | 6              | 1              | 5              | 4              | 1             | 0            | 0             | 0            | 0             | 0             | 23                 | 26-35      | 12                |
| 11:15 PM                      | 0              | 1            | 0             | 8              | 6              | 1              | 4              | 5              | 0             | 0            | 1             | 0            | 0             | 0             | 26                 | 26-35      | 14                |
| 11:30 PM                      | 2              | 0            | 1             | 2              | 5              | 1              | 6              | 6              | 2             | 0            | 0             | 0            | 0             | 0             | 25                 | 41-50      | 12                |
| 11:45 PM                      | 0              | 0            | 2             | 9              | 7              | 3              | 1              | 3              | 0             | 1            | 0             | 0            | 0             | 0             | 26                 | 26-35      | 16                |
| <b>Day Total</b>              | 267            | 21           | 120           | 535            | 567            | 712            | 1086           | 1218           | 619           | 122          | 20            | 3            | 1             | 0             | 5291               | 41-50      | 2304              |
| <b>Percent</b>                | 5%             | 0.4%         | 2.3%          | 10.1%          | 10.7%          | 13.5%          | 20.5%          | 23%            | 11.7%         | 2.3%         | 0.4%          | 0.1%         | 0%            | 0%            |                    |            |                   |
|                               |                |              |               |                |                |                |                |                |               |              |               |              |               |               |                    |            |                   |
| <b>AM Peak<br/>15-min Vol</b> | 11:45 AM<br>11 | 9:00 AM<br>3 | 11:00 AM<br>4 | 11:00 AM<br>13 | 11:30 AM<br>14 | 11:00 AM<br>22 | 11:15 AM<br>28 | 11:30 AM<br>28 | 7:45 AM<br>17 | 7:00 AM<br>6 | 8:30 AM<br>2  | 6:45 AM<br>1 | 12:00 AM<br>0 | 12:00 AM<br>0 | 11:45 AM<br>99     |            |                   |
| <b>PM Peak<br/>15-min Vol</b> | 1:30 PM<br>13  | 1:30 PM<br>4 | 6:30 PM<br>5  | 12:45 PM<br>18 | 12:45 PM<br>25 | 2:00 PM<br>24  | 3:15 PM<br>39  | 4:00 PM<br>34  | 4:30 PM<br>18 | 1:00 PM<br>4 | 12:15 PM<br>1 | 3:30 PM<br>1 | 2:30 PM<br>1  | 12:00 PM<br>0 | 4:00 PM<br>129     |            |                   |
| <i>Comments:</i>              |                |              |               |                |                |                |                |                |               |              |               |              |               |               |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

**SUMMARY - Midblock Count - Speed Data**

| <b>LOCATION:</b> SR-20 S of Pomo Way |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>QC JOB #:</b> 17073008 |  |            |                   |
|--------------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|---------------------------|--|------------|-------------------|
| <b>SPECIFIC LOCATION:</b>            |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DIRECTION:</b> SB      |  |            |                   |
| <b>CITY/STATE:</b> Lake, CA          |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DATE:</b> Aug 22 2025  |  |            |                   |
| Speed Range                          | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999                 | Total  | Pace Speed | Number in<br>Pace |
| <b>Grand Total</b>                   | 267     | 21       | 120      | 535      | 567      | 712      | 1086     | 1218     | 619      | 122      | 20       | 3        | 1        | 0                         | 5291   | 41-50      | 2304              |
| <b>Percent</b>                       | 5%      | 0.4%     | 2.3%     | 10.1%    | 10.7%    | 13.5%    | 20.5%    | 23%      | 11.7%    | 2.3%     | 0.4%     | 0.1%     | 0%       | 0%                        |  |            |                   |
| <b>Cumulative Percent</b>            | 5%      | 5.4%     | 7.7%     | 17.8%    | 28.5%    | 42%      | 62.5%    | 85.5%    | 97.2%    | 99.5%    | 99.9%    | 100%     | 100%     | 100%                      |  |            |                   |
| <b>ADT<br/>5291</b>                  |         |          |          |          |          |          |          |          |          |          |          |          |          |                           | <b>85th Percentile:</b> 49 MPH<br><b>Mean Speed(Average):</b> 41 MPH<br><b>Median:</b> 41 MPH<br><b>Mode:</b> 48 MPH |            |                   |
| <i>Comments:</i>                     |         |          |          |          |          |          |          |          |          |          |          |          |          |                           |  |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Speed Data

| LOCATION: Acorn Dr N of Pomo Way |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073009 |            |                   |
|----------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:               |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: NB      |            |                   |
| CITY/STATE: Lake, CA             |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                       | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 12:00 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 12:15 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 12:30 AM                         | 1       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 1-10       | 1                 |
| 12:45 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 01:00 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 01:15 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 01:30 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 01:45 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:00 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:15 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:30 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:45 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 03:00 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 03:15 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 03:30 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 03:45 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:00 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:15 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:30 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:45 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 05:00 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 05:15 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 05:30 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 05:45 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| <b>Day Total</b>                 |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <b>Percent</b>                   |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <b>AM Peak</b>                   |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <b>15-min Vol</b>                |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <b>PM Peak</b>                   |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <b>15-min Vol</b>                |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <i>Comments:</i>                 |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:36 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: Acorn Dr N of Pomo Way |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073009 |            |                   |
|----------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:               |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: NB      |            |                   |
| CITY/STATE: Lake, CA             |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                       | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 06:00 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 06:15 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 06:30 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 06:45 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 07:00 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 07:15 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 07:30 AM                         | 2       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 1-10       | 1                 |
| 07:45 AM                         | 3       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 1-10       | 2                 |
| 08:00 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 08:15 AM                         | 3       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 1-10       | 2                 |
| 08:30 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 08:45 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 09:00 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 09:15 AM                         | 2       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 1-10       | 1                 |
| 09:30 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 09:45 AM                         | 1       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 1-10       | 1                 |
| 10:00 AM                         | 2       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 1-10       | 1                 |
| 10:15 AM                         | 1       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 1-10       | 1                 |
| 10:30 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 10:45 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 11:00 AM                         | 1       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 1-10       | 1                 |
| 11:15 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 11:30 AM                         | 1       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 1-10       | 1                 |
| 11:45 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| Day Total                        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                          |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol            |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol            |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Comments:                        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:36 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: Acorn Dr N of Pomo Way |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073009 |            |                   |
|----------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:               |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: NB      |            |                   |
| CITY/STATE: Lake, CA             |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                       | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 12:00 PM                         | 1       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 1-10       | 1                 |
| 12:15 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 12:30 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 12:45 PM                         | 2       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 1-10       | 1                 |
| 01:00 PM                         | 1       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 1-10       | 1                 |
| 01:15 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 01:30 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 01:45 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:00 PM                         | 1       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 1-10       | 1                 |
| 02:15 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:30 PM                         | 1       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 1-10       | 1                 |
| 02:45 PM                         | 1       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 11-20      | 1                 |
| 03:00 PM                         | 1       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 1-10       | 1                 |
| 03:15 PM                         | 1       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 11-20      | 1                 |
| 03:30 PM                         | 2       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 1-10       | 1                 |
| 03:45 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:00 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:15 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:30 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:45 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 05:00 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 05:15 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 05:30 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 05:45 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| Day Total                        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                          |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
|                                  |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol            |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol            |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Comments:                        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:36 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: Acorn Dr N of Pomo Way |          |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073009 |            |                   |
|----------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:               |          |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: NB      |            |                   |
| CITY/STATE: Lake, CA             |          |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                       | 1<br>15  | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 06:00 PM                         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 06:15 PM                         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 06:30 PM                         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 06:45 PM                         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 07:00 PM                         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 07:15 PM                         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 07:30 PM                         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 07:45 PM                         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 08:00 PM                         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 08:15 PM                         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 08:30 PM                         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 08:45 PM                         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 09:00 PM                         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 09:15 PM                         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 09:30 PM                         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 09:45 PM                         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 10:00 PM                         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 10:15 PM                         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 10:30 PM                         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 10:45 PM                         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 11:00 PM                         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 11:15 PM                         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 11:30 PM                         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 11:45 PM                         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| <b>Day Total</b>                 | 28       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 30                 | 1-10       | 19                |
| <b>Percent</b>                   | 93.3%    | 6.7%     | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%        |                    |            |                   |
|                                  |          |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <b>AM Peak</b>                   | 7:45 AM  | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM  | 7:45 AM            |            |                   |
| <b>15-min Vol</b>                | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  |            |                   |
| <b>PM Peak</b>                   | 12:45 PM | 2:45 PM  | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM  | 12:45 PM           |            |                   |
| <b>15-min Vol</b>                | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  |            |                   |
| <i>Comments:</i>                 |          |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:36 PM

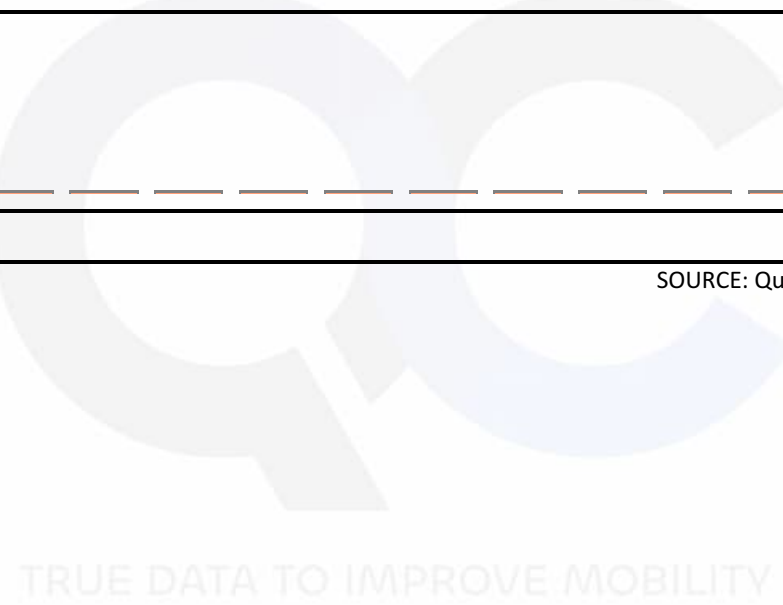
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

**SUMMARY - Midblock Count - Speed Data**

| <b>LOCATION:</b> Acorn Dr N of Pomo Way |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>QC JOB #:</b> 17073009 |   |            |                   |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|---------------------------|---|------------|-------------------|
| <b>SPECIFIC LOCATION:</b>               |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DIRECTION:</b> NB      |   |            |                   |
| <b>CITY/STATE:</b> Lake, CA             |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DATE:</b> Aug 22 2025  |   |            |                   |
| Speed Range                             | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999                 | Total   | Pace Speed | Number in<br>Pace |
| <b>Grand Total</b>                      | 28      | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                         | 30  | 1-10       | 19                |
| <b>Percent</b>                          | 93.3%   | 6.7%     | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%                        |   |            |                   |
| <b>Cumulative Percent</b>               | 93.3%   | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%                      |   |            |                   |
| <b>ADT<br/>30</b>                       |         |          |          |          |          |          |          |          |          |          |          |          |          |                           | <b>85th Percentile:</b> 13 MPH<br><b>Mean Speed(Average):</b> 7 MPH<br><b>Median:</b> 7 MPH<br><b>Mode:</b> 8 MPH |            |                   |
| <i>Comments:</i>                        |         |          |          |          |          |          |          |          |          |          |          |          |          |                           |   |            |                   |

Report generated on 8/26/2025 4:36 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)



Type of report: Midblock Count - Speed Data

| LOCATION: Acorn Dr N of Pomo Way |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073009 |            |                   |
|----------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:               |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: SB      |            |                   |
| CITY/STATE: Lake, CA             |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                       | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 12:00 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 12:15 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 12:30 AM                         | 1       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 1-10       | 1                 |
| 12:45 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 01:00 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 01:15 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 01:30 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 01:45 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:00 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:15 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:30 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:45 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 03:00 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 03:15 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 03:30 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 03:45 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:00 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:15 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:30 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:45 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 05:00 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 05:15 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 05:30 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 05:45 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| <b>Day Total</b>                 |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <b>Percent</b>                   |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <b>AM Peak</b>                   |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <b>15-min Vol</b>                |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <b>PM Peak</b>                   |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <b>15-min Vol</b>                |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <i>Comments:</i>                 |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:36 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: Acorn Dr N of Pomo Way |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073009 |            |                   |
|----------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:               |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: SB      |            |                   |
| CITY/STATE: Lake, CA             |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                       | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 06:00 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 06:15 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 06:30 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 06:45 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 07:00 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 07:15 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 07:30 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 07:45 AM                         | 1       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 1-10       | 1                 |
| 08:00 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 08:15 AM                         | 3       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 1-10       | 2                 |
| 08:30 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 08:45 AM                         | 6       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 1-10       | 4                 |
| 09:00 AM                         | 2       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 1-10       | 1                 |
| 09:15 AM                         | 4       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 1-10       | 3                 |
| 09:30 AM                         | 3       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 1-10       | 2                 |
| 09:45 AM                         | 2       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 1-10       | 1                 |
| 10:00 AM                         | 3       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 1-10       | 2                 |
| 10:15 AM                         | 4       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 1-10       | 3                 |
| 10:30 AM                         | 4       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 1-10       | 3                 |
| 10:45 AM                         | 3       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 1-10       | 2                 |
| 11:00 AM                         | 4       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 1-10       | 3                 |
| 11:15 AM                         | 1       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 1-10       | 1                 |
| 11:30 AM                         | 2       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 1-10       | 1                 |
| 11:45 AM                         | 2       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 1-10       | 1                 |
| <b>Day Total</b>                 |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <b>Percent</b>                   |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <b>AM Peak</b>                   |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <b>15-min Vol</b>                |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <b>PM Peak</b>                   |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <b>15-min Vol</b>                |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <i>Comments:</i>                 |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:36 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: Acorn Dr N of Pomo Way |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073009 |            |                   |
|----------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:               |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: SB      |            |                   |
| CITY/STATE: Lake, CA             |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                       | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 12:00 PM                         | 2       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 1-10       | 1                 |
| 12:15 PM                         | 2       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 1-10       | 1                 |
| 12:30 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 12:45 PM                         | 3       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 1-10       | 2                 |
| 01:00 PM                         | 1       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 1-10       | 1                 |
| 01:15 PM                         | 4       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 1-10       | 3                 |
| 01:30 PM                         | 2       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 1-10       | 1                 |
| 01:45 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:00 PM                         | 2       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 1-10       | 1                 |
| 02:15 PM                         | 4       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 1-10       | 3                 |
| 02:30 PM                         | 2       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 1-10       | 1                 |
| 02:45 PM                         | 2       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 1-10       | 1                 |
| 03:00 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 03:15 PM                         | 1       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 1-10       | 1                 |
| 03:30 PM                         | 2       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 1-10       | 1                 |
| 03:45 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:00 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:15 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:30 PM                         | 1       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 1-10       | 1                 |
| 04:45 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 05:00 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 05:15 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 05:30 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 05:45 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| <b>Day Total</b>                 |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <b>Percent</b>                   |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <b>AM Peak</b>                   |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <b>15-min Vol</b>                |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <b>PM Peak</b>                   |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <b>15-min Vol</b>                |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <i>Comments:</i>                 |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:36 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: Acorn Dr N of Pomo Way |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073009 |            |                   |
|----------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:               |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: SB      |            |                   |
| CITY/STATE: Lake, CA             |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                       | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 06:00 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 06:15 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 06:30 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 06:45 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 07:00 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 07:15 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 07:30 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 07:45 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 08:00 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 08:15 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 08:30 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 08:45 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 09:00 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 09:15 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 09:30 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 09:45 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 10:00 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 10:15 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 10:30 PM                         | 0       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 11-20      | 1                 |
| 10:45 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 11:00 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 11:15 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 11:30 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 11:45 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| <b>Day Total</b>                 | 73      | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 74                 | 1-10       | 49                |
| <b>Percent</b>                   | 98.6%   | 1.4%     | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%        |                    |            |                   |
|                                  |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <b>AM Peak</b>                   | 8:45 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM  | 8:45 AM            |            |                   |
| <b>15-min Vol</b>                | 6       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  |            |                   |
| <b>PM Peak</b>                   | 1:15 PM | 10:30 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM  | 1:15 PM            |            |                   |
| <b>15-min Vol</b>                | 4       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  |            |                   |
| <i>Comments:</i>                 |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:36 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

**SUMMARY - Midblock Count - Speed Data**

| <b>LOCATION:</b> Acorn Dr N of Pomo Way |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>QC JOB #:</b> 17073009 |   |            |                   |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|---------------------------|---|------------|-------------------|
| <b>SPECIFIC LOCATION:</b>               |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DIRECTION:</b> SB      |   |            |                   |
| <b>CITY/STATE:</b> Lake, CA             |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DATE:</b> Aug 22 2025  |   |            |                   |
| Speed Range                             | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999                 | Total   | Pace Speed | Number in<br>Pace |
| <b>Grand Total</b>                      | 73      | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                         | 74  | 1-10       | 49                |
| <b>Percent</b>                          | 98.6%   | 1.4%     | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%                        |   |            |                   |
| <b>Cumulative Percent</b>               | 98.6%   | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%                      |   |            |                   |
| <b>ADT</b><br>74                        |         |          |          |          |          |          |          |          |          |          |          |          |          |                           | <b>85th Percentile:</b> 12 MPH<br><b>Mean Speed(Average):</b> 7 MPH<br><b>Median:</b> 7 MPH<br><b>Mode:</b> 8 MPH |            |                   |
| <i>Comments:</i>                        |         |          |          |          |          |          |          |          |          |          |          |          |          |                           |   |            |                   |

Report generated on 8/26/2025 4:36 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Speed Data

| LOCATION: Acorn Dr S of Pomo Way |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073010 |            |                   |
|----------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:               |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: NB      |            |                   |
| CITY/STATE: Lake, CA             |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                       | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 12:00 AM                         | 0       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 11-20      | 1                 |
| 12:15 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 12:30 AM                         | 0       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 11-20      | 1                 |
| 12:45 AM                         | 0       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 11-20      | 1                 |
| 01:00 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 01:15 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 01:30 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 01:45 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:00 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:15 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:30 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:45 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 03:00 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 03:15 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 03:30 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 03:45 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:00 AM                         | 0       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 11-20      | 1                 |
| 04:15 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:30 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:45 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 05:00 AM                         | 0       | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 16-25      | 3                 |
| 05:15 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 05:30 AM                         | 0       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 11-20      | 1                 |
| 05:45 AM                         | 2       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 1-10       | 1                 |
| Day Total                        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                          |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
|                                  |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol            |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol            |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Comments:                        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: Acorn Dr S of Pomo Way |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073010 |            |                   |
|----------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:               |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: NB      |            |                   |
| CITY/STATE: Lake, CA             |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                       | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 06:00 AM                         | 1       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 11-20      | 1                 |
| 06:15 AM                         | 0       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 11-20      | 2                 |
| 06:30 AM                         | 0       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 11-20      | 3                 |
| 06:45 AM                         | 1       | 4        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 16-25      | 6                 |
| 07:00 AM                         | 2       | 5        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 16-25      | 6                 |
| 07:15 AM                         | 0       | 9        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 11                 | 16-25      | 11                |
| 07:30 AM                         | 3       | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 13-22      | 4                 |
| 07:45 AM                         | 2       | 5        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 16-25      | 6                 |
| 08:00 AM                         | 3       | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 1-10       | 2                 |
| 08:15 AM                         | 3       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 1-10       | 2                 |
| 08:30 AM                         | 2       | 2        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 16-25      | 4                 |
| 08:45 AM                         | 1       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 11-20      | 2                 |
| 09:00 AM                         | 3       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 1-10       | 2                 |
| 09:15 AM                         | 4       | 5        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 10                 | 11-20      | 6                 |
| 09:30 AM                         | 2       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 11-20      | 2                 |
| 09:45 AM                         | 0       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 11-20      | 3                 |
| 10:00 AM                         | 4       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 11-20      | 3                 |
| 10:15 AM                         | 1       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 11-20      | 1                 |
| 10:30 AM                         | 0       | 7        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 11-20      | 7                 |
| 10:45 AM                         | 2       | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 16-25      | 3                 |
| 11:00 AM                         | 2       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 11-20      | 2                 |
| 11:15 AM                         | 2       | 6        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 16-25      | 7                 |
| 11:30 AM                         | 2       | 9        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 11                 | 11-20      | 10                |
| 11:45 AM                         | 2       | 6        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 16-25      | 7                 |
| Day Total                        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                          |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol            |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol            |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Comments:                        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: Acorn Dr S of Pomo Way |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073010 |            |                   |
|----------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:               |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: NB      |            |                   |
| CITY/STATE: Lake, CA             |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                       | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 12:00 PM                         | 2       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 11-20      | 4                 |
| 12:15 PM                         | 2       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 11-20      | 2                 |
| 12:30 PM                         | 1       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 11-20      | 1                 |
| 12:45 PM                         | 0       | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 11-20      | 4                 |
| 01:00 PM                         | 1       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 11-20      | 2                 |
| 01:15 PM                         | 3       | 5        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 14-23      | 6                 |
| 01:30 PM                         | 3       | 4        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 15-24      | 5                 |
| 01:45 PM                         | 6       | 5        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 12                 | 11-20      | 7                 |
| 02:00 PM                         | 0       | 4        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 16-25      | 5                 |
| 02:15 PM                         | 1       | 5        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 16-25      | 6                 |
| 02:30 PM                         | 0       | 2        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 16-25      | 5                 |
| 02:45 PM                         | 0       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 11-20      | 3                 |
| 03:00 PM                         | 3       | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 11-20      | 6                 |
| 03:15 PM                         | 1       | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 16-25      | 4                 |
| 03:30 PM                         | 1       | 4        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 16-25      | 6                 |
| 03:45 PM                         | 7       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 1-10       | 5                 |
| 04:00 PM                         | 3       | 7        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 11                 | 15-24      | 8                 |
| 04:15 PM                         | 3       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 11-20      | 4                 |
| 04:30 PM                         | 3       | 4        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 16-25      | 6                 |
| 04:45 PM                         | 1       | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 11-20      | 5                 |
| 05:00 PM                         | 2       | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 11-20      | 5                 |
| 05:15 PM                         | 4       | 1        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 16-25      | 3                 |
| 05:30 PM                         | 1       | 4        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 16-25      | 5                 |
| 05:45 PM                         | 1       | 1        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 16-25      | 3                 |
| Day Total                        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                          |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol            |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol            |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Comments:                        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: Acorn Dr S of Pomo Way |              |              |              |               |               |               |               |               |               |               |               |               |               |               | QC JOB #: 17073010 |            |                |
|----------------------------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------------|------------|----------------|
| SPECIFIC LOCATION:               |              |              |              |               |               |               |               |               |               |               |               |               |               |               | DIRECTION: NB      |            |                |
| CITY/STATE: Lake, CA             |              |              |              |               |               |               |               |               |               |               |               |               |               |               | DATE: Aug 22 2025  |            |                |
| Start Time                       | 15           | 20           | 25           | 30            | 35            | 40            | 45            | 50            | 55            | 60            | 65            | 70            | 75            | 999           | Total              | Pace Speed | Number in Pace |
| 06:00 PM                         | 0            | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0                  | 1-10       | 0              |
| 06:15 PM                         | 1            | 4            | 1            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 6                  | 16-25      | 5              |
| 06:30 PM                         | 3            | 4            | 2            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 9                  | 16-25      | 6              |
| 06:45 PM                         | 1            | 1            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 2                  | 11-20      | 1              |
| 07:00 PM                         | 1            | 4            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 5                  | 11-20      | 4              |
| 07:15 PM                         | 2            | 1            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 3                  | 11-20      | 2              |
| 07:30 PM                         | 1            | 1            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 2                  | 11-20      | 1              |
| 07:45 PM                         | 3            | 6            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 9                  | 11-20      | 7              |
| 08:00 PM                         | 1            | 2            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 3                  | 11-20      | 2              |
| 08:15 PM                         | 0            | 3            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 3                  | 11-20      | 3              |
| 08:30 PM                         | 1            | 2            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 3                  | 11-20      | 2              |
| 08:45 PM                         | 4            | 4            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 8                  | 11-20      | 5              |
| 09:00 PM                         | 2            | 2            | 1            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 5                  | 16-25      | 3              |
| 09:15 PM                         | 0            | 3            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 3                  | 11-20      | 3              |
| 09:30 PM                         | 0            | 2            | 1            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 3                  | 16-25      | 3              |
| 09:45 PM                         | 1            | 3            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 4                  | 11-20      | 3              |
| 10:00 PM                         | 1            | 2            | 1            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 4                  | 16-25      | 3              |
| 10:15 PM                         | 0            | 1            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 1                  | 11-20      | 1              |
| 10:30 PM                         | 2            | 1            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 3                  | 11-20      | 2              |
| 10:45 PM                         | 0            | 3            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 3                  | 11-20      | 3              |
| 11:00 PM                         | 1            | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 1                  | 1-10       | 1              |
| 11:15 PM                         | 1            | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 1                  | 1-10       | 1              |
| 11:30 PM                         | 1            | 1            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 2                  | 11-20      | 1              |
| 11:45 PM                         | 1            | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 1                  | 1-10       | 1              |
| <b>Day Total</b>                 | 121          | 221          | 40           | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 382                | 11-20      | 261            |
| <b>Percent</b>                   | 31.7%        | 57.9%        | 10.5%        | 0%            | 0%            | 0%            | 0%            | 0%            | 0%            | 0%            | 0%            | 0%            | 0%            | 0%            |                    |            |                |
|                                  |              |              |              |               |               |               |               |               |               |               |               |               |               |               |                    |            |                |
| <b>AM Peak 15-min Vol</b>        | 9:15 AM<br>4 | 7:15 AM<br>9 | 6:45 AM<br>2 | 12:00 AM<br>0 | 12:00 AM<br>0 | 12:00 AM<br>0 | 12:00 AM<br>0 | 12:00 AM<br>0 | 12:00 AM<br>0 | 12:00 AM<br>0 | 12:00 AM<br>0 | 12:00 AM<br>0 | 12:00 AM<br>0 | 12:00 AM<br>0 | 7:15 AM<br>11      |            |                |
| <b>PM Peak 15-min Vol</b>        | 3:45 PM<br>7 | 4:00 PM<br>7 | 2:30 PM<br>3 | 12:00 PM<br>0 | 12:00 PM<br>0 | 12:00 PM<br>0 | 12:00 PM<br>0 | 12:00 PM<br>0 | 12:00 PM<br>0 | 12:00 PM<br>0 | 12:00 PM<br>0 | 12:00 PM<br>0 | 12:00 PM<br>0 | 12:00 PM<br>0 | 1:45 PM<br>12      |            |                |
| <i>Comments:</i>                 |              |              |              |               |               |               |               |               |               |               |               |               |               |               |                    |            |                |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

**SUMMARY - Midblock Count - Speed Data**

| <b>LOCATION:</b> Acorn Dr S of Pomo Way |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>QC JOB #:</b> 17073010 |  |            |                   |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|---------------------------|--|------------|-------------------|
| <b>SPECIFIC LOCATION:</b>               |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DIRECTION:</b> NB      |  |            |                   |
| <b>CITY/STATE:</b> Lake, CA             |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DATE:</b> Aug 22 2025  |  |            |                   |
| Speed Range                             | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999                 | Total  | Pace Speed | Number in<br>Pace |
| <b>Grand Total</b>                      | 121     | 221      | 40       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                         | 382  | 11-20      | 261               |
| <b>Percent</b>                          | 31.7%   | 57.9%    | 10.5%    | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%                        |  |            |                   |
| <b>Cumulative Percent</b>               | 31.7%   | 89.5%    | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%                      |  |            |                   |
| <b>ADT</b><br>382                       |         |          |          |          |          |          |          |          |          |          |          |          |          |                           | <b>85th Percentile:</b> 19 MPH<br><b>Mean Speed(Average):</b> 16 MPH<br><b>Median:</b> 16 MPH<br><b>Mode:</b> 18 MPH |            |                   |
| <i>Comments:</i>                        |         |          |          |          |          |          |          |          |          |          |          |          |          |                           |  |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)



Type of report: Midblock Count - Speed Data

| LOCATION: Acorn Dr S of Pomo Way |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073010 |            |                   |
|----------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:               |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: SB      |            |                   |
| CITY/STATE: Lake, CA             |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                       | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 12:00 AM                         | 0       | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 16-25      | 1                 |
| 12:15 AM                         | 0       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 11-20      | 2                 |
| 12:30 AM                         | 0       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 11-20      | 1                 |
| 12:45 AM                         | 0       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 11-20      | 1                 |
| 01:00 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 01:15 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 01:30 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 01:45 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:00 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:15 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:30 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:45 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 03:00 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 03:15 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 03:30 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 03:45 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:00 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:15 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:30 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:45 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 05:00 AM                         | 2       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 1-10       | 1                 |
| 05:15 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 05:30 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 05:45 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| Day Total                        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                          |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol            |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol            |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Comments:                        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: Acorn Dr S of Pomo Way |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073010 |            |                   |
|----------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:               |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: SB      |            |                   |
| CITY/STATE: Lake, CA             |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                       | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 06:00 AM                         | 1       | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 16-25      | 1                 |
| 06:15 AM                         | 1       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 1-10       | 1                 |
| 06:30 AM                         | 2       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 11-20      | 2                 |
| 06:45 AM                         | 2       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 11-20      | 2                 |
| 07:00 AM                         | 4       | 2        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 16-25      | 4                 |
| 07:15 AM                         | 3       | 6        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 11-20      | 7                 |
| 07:30 AM                         | 1       | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 16-25      | 4                 |
| 07:45 AM                         | 4       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 11-20      | 4                 |
| 08:00 AM                         | 2       | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 11-20      | 5                 |
| 08:15 AM                         | 2       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 11-20      | 2                 |
| 08:30 AM                         | 1       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 11-20      | 3                 |
| 08:45 AM                         | 0       | 2        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 16-25      | 4                 |
| 09:00 AM                         | 0       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 11-20      | 1                 |
| 09:15 AM                         | 1       | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 11-20      | 4                 |
| 09:30 AM                         | 3       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 1-10       | 2                 |
| 09:45 AM                         | 5       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 11-20      | 5                 |
| 10:00 AM                         | 4       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 1-10       | 3                 |
| 10:15 AM                         | 2       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 11-20      | 3                 |
| 10:30 AM                         | 1       | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 11-20      | 5                 |
| 10:45 AM                         | 2       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 11-20      | 3                 |
| 11:00 AM                         | 2       | 1        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 16-25      | 3                 |
| 11:15 AM                         | 1       | 4        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 16-25      | 5                 |
| 11:30 AM                         | 3       | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 16-25      | 3                 |
| 11:45 AM                         | 1       | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 11-20      | 4                 |
| Day Total                        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                          |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol            |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol            |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Comments:                        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: Acorn Dr S of Pomo Way |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073010 |            |                   |
|----------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:               |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: SB      |            |                   |
| CITY/STATE: Lake, CA             |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                       | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 12:00 PM                         | 6       | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 1-10       | 4                 |
| 12:15 PM                         | 3       | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 11-20      | 5                 |
| 12:30 PM                         | 2       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 1-10       | 1                 |
| 12:45 PM                         | 2       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 11-20      | 2                 |
| 01:00 PM                         | 3       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 1-10       | 2                 |
| 01:15 PM                         | 4       | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 1-10       | 3                 |
| 01:30 PM                         | 3       | 6        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 11-20      | 7                 |
| 01:45 PM                         | 4       | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 11-20      | 6                 |
| 02:00 PM                         | 2       | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 11-20      | 5                 |
| 02:15 PM                         | 2       | 10       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 12                 | 11-20      | 11                |
| 02:30 PM                         | 1       | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 16-25      | 3                 |
| 02:45 PM                         | 4       | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 11-20      | 3                 |
| 03:00 PM                         | 4       | 5        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 10                 | 11-20      | 6                 |
| 03:15 PM                         | 2       | 8        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 11                 | 16-25      | 9                 |
| 03:30 PM                         | 1       | 6        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 11-20      | 6                 |
| 03:45 PM                         | 2       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 11-20      | 2                 |
| 04:00 PM                         | 1       | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 11-20      | 4                 |
| 04:15 PM                         | 3       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 11-20      | 4                 |
| 04:30 PM                         | 0       | 5        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 16-25      | 6                 |
| 04:45 PM                         | 5       | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 11-20      | 5                 |
| 05:00 PM                         | 1       | 4        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 16-25      | 5                 |
| 05:15 PM                         | 1       | 4        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 16-25      | 5                 |
| 05:30 PM                         | 2       | 5        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 16-25      | 6                 |
| 05:45 PM                         | 0       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 11-20      | 3                 |
| Day Total                        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                          |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| TRUE DATA TO IMPROVE MOBILITY    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak                          |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| 15-min Vol                       |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak                          |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| 15-min Vol                       |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <i>Comments:</i>                 |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: Acorn Dr S of Pomo Way |          |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073010 |            |                   |
|----------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:               |          |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: SB      |            |                   |
| CITY/STATE: Lake, CA             |          |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                       | 1<br>15  | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 06:00 PM                         | 0        | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 16-25      | 4                 |
| 06:15 PM                         | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 11-20      | 2                 |
| 06:30 PM                         | 6        | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 10                 | 11-20      | 5                 |
| 06:45 PM                         | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 1-10       | 1                 |
| 07:00 PM                         | 1        | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 16-25      | 4                 |
| 07:15 PM                         | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 1-10       | 2                 |
| 07:30 PM                         | 2        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 11-20      | 3                 |
| 07:45 PM                         | 2        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 16-25      | 2                 |
| 08:00 PM                         | 2        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 11-20      | 4                 |
| 08:15 PM                         | 2        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 11-20      | 3                 |
| 08:30 PM                         | 3        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 11-20      | 4                 |
| 08:45 PM                         | 4        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 11-20      | 4                 |
| 09:00 PM                         | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 11-20      | 1                 |
| 09:15 PM                         | 0        | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 11-20      | 4                 |
| 09:30 PM                         | 2        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 11-20      | 4                 |
| 09:45 PM                         | 2        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 11-20      | 3                 |
| 10:00 PM                         | 0        | 0        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 16-25      | 2                 |
| 10:15 PM                         | 0        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 11-20      | 2                 |
| 10:30 PM                         | 4        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 1-10       | 3                 |
| 10:45 PM                         | 1        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 11-20      | 3                 |
| 11:00 PM                         | 1        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 11-20      | 2                 |
| 11:15 PM                         | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 11-20      | 1                 |
| 11:30 PM                         | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 1-10       | 1                 |
| 11:45 PM                         | 0        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 11-20      | 3                 |
| <b>Day Total</b>                 | 151      | 195      | 29       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 377                | 11-20      | 245               |
| <b>Percent</b>                   | 40.1%    | 51.7%    | 7.7%     | 0.5%     | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%        |                    |            |                   |
|                                  |          |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <b>AM Peak</b>                   | 9:45 AM  | 7:15 AM  | 7:00 AM  | 11:15 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM  | 7:15 AM            |            |                   |
| <b>15-min Vol</b>                | 5        | 6        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  |            |                   |
| <b>PM Peak</b>                   | 12:00 PM | 2:15 PM  | 10:00 PM | 5:15 PM  | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM  | 2:15 PM            |            |                   |
| <b>15-min Vol</b>                | 6        | 10       | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 12                 |            |                   |
| <i>Comments:</i>                 |          |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

**SUMMARY - Midblock Count - Speed Data**

| <b>LOCATION:</b> Acorn Dr S of Pomo Way |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>QC JOB #:</b> 17073010 |  |            |                   |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|---------------------------|--|------------|-------------------|
| <b>SPECIFIC LOCATION:</b>               |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DIRECTION:</b> SB      |  |            |                   |
| <b>CITY/STATE:</b> Lake, CA             |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DATE:</b> Aug 22 2025  |  |            |                   |
| Speed Range                             | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999                 | Total  | Pace Speed | Number in<br>Pace |
| <b>Grand Total</b>                      | 151     | 195      | 29       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                         | 377  | 11-20      | 245               |
| <b>Percent</b>                          | 40.1%   | 51.7%    | 7.7%     | 0.5%     | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%                        |  |            |                   |
| <b>Cumulative Percent</b>               | 40.1%   | 91.8%    | 99.5%    | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%                      |  |            |                   |
| <b>ADT</b><br>377                       |         |          |          |          |          |          |          |          |          |          |          |          |          |                           | <b>85th Percentile:</b> 19 MPH<br><b>Mean Speed(Average):</b> 15 MPH<br><b>Median:</b> 15 MPH<br><b>Mode:</b> 18 MPH |            |                   |
| <i>Comments:</i>                        |         |          |          |          |          |          |          |          |          |          |          |          |          |                           |  |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Speed Data

**LOCATION:** SR-20 N of Pumps Dwy  
**SPECIFIC LOCATION:**  
**CITY/STATE:** Lake, CA

**QC JOB #:** 17073011  
**DIRECTION:** NB  
**DATE:** Aug 22 2025

| Start Time        | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total | Pace Speed | Number<br>in Pace |
|-------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-------|------------|-------------------|
| 12:00 AM          | 0       | 0        | 1        | 1        | 1        | 4        | 1        | 1        | 0        | 0        | 1        | 1        | 0        | 0         | 11    | 35-44      | 5                 |
| 12:15 AM          | 0       | 0        | 0        | 0        | 0        | 2        | 1        | 3        | 0        | 0        | 0        | 1        | 0        | 0         | 7     | 41-50      | 4                 |
| 12:30 AM          | 0       | 0        | 0        | 0        | 1        | 1        | 1        | 1        | 1        | 0        | 0        | 0        | 0        | 0         | 5     | 31-40      | 2                 |
| 12:45 AM          | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 2        | 0        | 3        | 0        | 0        | 0         | 6     | 56-65      | 3                 |
| 01:00 AM          | 0       | 0        | 0        | 0        | 0        | 1        | 2        | 1        | 1        | 3        | 0        | 0        | 0        | 0         | 8     | 51-60      | 4                 |
| 01:15 AM          | 0       | 0        | 0        | 0        | 0        | 1        | 1        | 0        | 0        | 1        | 0        | 0        | 0        | 0         | 3     | 36-45      | 2                 |
| 01:30 AM          | 0       | 0        | 0        | 0        | 0        | 1        | 1        | 2        | 0        | 0        | 0        | 0        | 0        | 0         | 4     | 41-50      | 3                 |
| 01:45 AM          | 0       | 0        | 0        | 0        | 1        | 0        | 1        | 1        | 1        | 1        | 3        | 1        | 0        | 0         | 9     | 58-67      | 4                 |
| 02:00 AM          | 0       | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 1        | 1        | 2        | 1        | 0         | 6     | 66-75      | 3                 |
| 02:15 AM          | 0       | 0        | 0        | 2        | 0        | 0        | 2        | 1        | 0        | 0        | 1        | 0        | 0        | 0         | 6     | 41-50      | 3                 |
| 02:30 AM          | 0       | 0        | 0        | 0        | 0        | 0        | 1        | 2        | 4        | 1        | 0        | 3        | 0        | 0         | 11    | 46-55      | 6                 |
| 02:45 AM          | 2       | 0        | 0        | 1        | 1        | 0        | 0        | 2        | 1        | 1        | 1        | 0        | 0        | 0         | 9     | 46-55      | 3                 |
| 03:00 AM          | 0       | 0        | 0        | 1        | 0        | 0        | 1        | 0        | 2        | 4        | 4        | 0        | 0        | 0         | 12    | 56-65      | 8                 |
| 03:15 AM          | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 3        | 2        | 1        | 0        | 0         | 6     | 56-65      | 5                 |
| 03:30 AM          | 2       | 0        | 0        | 0        | 0        | 0        | 0        | 2        | 2        | 1        | 2        | 1        | 0        | 0         | 10    | 46-55      | 4                 |
| 03:45 AM          | 1       | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 3        | 5        | 1        | 1        | 1        | 0         | 13    | 51-60      | 8                 |
| 04:00 AM          | 1       | 1        | 3        | 1        | 2        | 2        | 2        | 3        | 3        | 7        | 2        | 0        | 1        | 0         | 28    | 51-60      | 10                |
| 04:15 AM          | 0       | 1        | 0        | 2        | 2        | 1        | 2        | 1        | 3        | 5        | 3        | 1        | 0        | 0         | 21    | 51-60      | 8                 |
| 04:30 AM          | 0       | 0        | 0        | 1        | 0        | 3        | 0        | 2        | 1        | 10       | 1        | 2        | 0        | 0         | 20    | 51-60      | 11                |
| 04:45 AM          | 1       | 0        | 0        | 3        | 1        | 0        | 1        | 2        | 8        | 7        | 5        | 2        | 0        | 0         | 30    | 51-60      | 15                |
| 05:00 AM          | 2       | 0        | 1        | 2        | 1        | 1        | 2        | 7        | 8        | 7        | 6        | 0        | 0        | 0         | 37    | 51-60      | 15                |
| 05:15 AM          | 2       | 0        | 2        | 2        | 5        | 2        | 4        | 5        | 8        | 5        | 3        | 0        | 0        | 0         | 38    | 49-58      | 13                |
| 05:30 AM          | 1       | 0        | 0        | 1        | 8        | 4        | 2        | 8        | 9        | 14       | 4        | 1        | 0        | 0         | 52    | 51-60      | 23                |
| 05:45 AM          | 0       | 0        | 0        | 2        | 4        | 4        | 7        | 12       | 13       | 11       | 8        | 2        | 0        | 0         | 63    | 46-55      | 25                |
| <b>Day Total</b>  |         |          |          |          |          |          |          |          |          |          |          |          |          |           |       |            |                   |
| <b>Percent</b>    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |       |            |                   |
| <b>AM Peak</b>    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |       |            |                   |
| <b>15-min Vol</b> |         |          |          |          |          |          |          |          |          |          |          |          |          |           |       |            |                   |
| <b>PM Peak</b>    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |       |            |                   |
| <b>15-min Vol</b> |         |          |          |          |          |          |          |          |          |          |          |          |          |           |       |            |                   |
| <i>Comments:</i>  |         |          |          |          |          |          |          |          |          |          |          |          |          |           |       |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: SR-20 N of Pumps Dwy |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073011 |            |                   |
|--------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:             |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: NB      |            |                   |
| CITY/STATE: Lake, CA           |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                     | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 06:00 AM                       | 5       | 1        | 0        | 1        | 4        | 2        | 7        | 4        | 16       | 17       | 11       | 4        | 0        | 0         | 72                 | 51-60      | 33                |
| 06:15 AM                       | 1       | 2        | 0        | 1        | 4        | 0        | 7        | 6        | 15       | 25       | 4        | 0        | 0        | 0         | 65                 | 51-60      | 40                |
| 06:30 AM                       | 1       | 2        | 0        | 1        | 10       | 7        | 8        | 6        | 15       | 27       | 10       | 5        | 1        | 0         | 93                 | 51-60      | 42                |
| 06:45 AM                       | 2       | 0        | 0        | 3        | 3        | 2        | 7        | 30       | 26       | 31       | 8        | 3        | 0        | 0         | 115                | 51-60      | 57                |
| 07:00 AM                       | 5       | 0        | 0        | 2        | 3        | 8        | 7        | 19       | 31       | 41       | 17       | 4        | 0        | 0         | 137                | 51-60      | 72                |
| 07:15 AM                       | 4       | 1        | 0        | 6        | 3        | 5        | 9        | 17       | 24       | 19       | 4        | 1        | 0        | 0         | 93                 | 51-60      | 43                |
| 07:30 AM                       | 3       | 0        | 0        | 2        | 2        | 2        | 4        | 10       | 15       | 13       | 12       | 1        | 0        | 0         | 64                 | 51-60      | 28                |
| 07:45 AM                       | 3       | 0        | 1        | 2        | 4        | 1        | 6        | 12       | 16       | 27       | 8        | 0        | 0        | 0         | 80                 | 51-60      | 43                |
| 08:00 AM                       | 2       | 0        | 3        | 1        | 6        | 3        | 1        | 7        | 12       | 17       | 5        | 1        | 0        | 0         | 58                 | 51-60      | 29                |
| 08:15 AM                       | 4       | 0        | 1        | 3        | 2        | 3        | 5        | 6        | 13       | 23       | 5        | 0        | 1        | 0         | 66                 | 51-60      | 36                |
| 08:30 AM                       | 7       | 0        | 0        | 4        | 4        | 3        | 4        | 8        | 26       | 15       | 1        | 1        | 0        | 0         | 73                 | 51-60      | 41                |
| 08:45 AM                       | 4       | 0        | 2        | 3        | 4        | 1        | 5        | 15       | 25       | 8        | 4        | 0        | 0        | 0         | 71                 | 46-55      | 40                |
| 09:00 AM                       | 3       | 0        | 1        | 2        | 10       | 5        | 5        | 12       | 15       | 11       | 6        | 0        | 0        | 0         | 70                 | 46-55      | 27                |
| 09:15 AM                       | 4       | 0        | 1        | 4        | 4        | 5        | 3        | 10       | 19       | 19       | 0        | 1        | 0        | 0         | 70                 | 51-60      | 38                |
| 09:30 AM                       | 3       | 0        | 0        | 1        | 9        | 3        | 1        | 15       | 13       | 9        | 4        | 0        | 0        | 0         | 58                 | 46-55      | 28                |
| 09:45 AM                       | 4       | 0        | 0        | 6        | 3        | 0        | 3        | 10       | 14       | 9        | 3        | 0        | 0        | 0         | 52                 | 46-55      | 24                |
| 10:00 AM                       | 3       | 0        | 0        | 4        | 5        | 6        | 7        | 15       | 17       | 11       | 7        | 1        | 0        | 0         | 76                 | 46-55      | 32                |
| 10:15 AM                       | 8       | 1        | 0        | 6        | 7        | 9        | 13       | 24       | 17       | 8        | 5        | 0        | 0        | 0         | 98                 | 46-55      | 41                |
| 10:30 AM                       | 6       | 0        | 1        | 3        | 4        | 7        | 8        | 12       | 20       | 22       | 1        | 0        | 0        | 0         | 84                 | 51-60      | 42                |
| 10:45 AM                       | 3       | 0        | 2        | 3        | 8        | 4        | 5        | 14       | 18       | 14       | 5        | 0        | 0        | 0         | 76                 | 46-55      | 32                |
| 11:00 AM                       | 7       | 0        | 1        | 4        | 9        | 3        | 10       | 10       | 25       | 15       | 6        | 0        | 0        | 0         | 90                 | 51-60      | 40                |
| 11:15 AM                       | 1       | 0        | 0        | 4        | 6        | 3        | 1        | 14       | 35       | 10       | 5        | 0        | 0        | 0         | 79                 | 46-55      | 49                |
| 11:30 AM                       | 3       | 0        | 0        | 3        | 5        | 2        | 9        | 10       | 25       | 19       | 9        | 2        | 0        | 0         | 87                 | 51-60      | 44                |
| 11:45 AM                       | 6       | 1        | 3        | 2        | 8        | 11       | 11       | 16       | 18       | 21       | 0        | 0        | 0        | 0         | 97                 | 51-60      | 39                |
| Day Total                      |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol          |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol          |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <i>Comments:</i>               |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: SR-20 N of Pumps Dwy |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073011 |            |                   |
|--------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:             |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: NB      |            |                   |
| CITY/STATE: Lake, CA           |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                     | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 12:00 PM                       | 3       | 0        | 1        | 5        | 6        | 5        | 5        | 7        | 19       | 25       | 11       | 1        | 0        | 0         | 88                 | 51-60      | 44                |
| 12:15 PM                       | 5       | 0        | 0        | 0        | 5        | 6        | 10       | 16       | 20       | 17       | 6        | 2        | 0        | 0         | 87                 | 51-60      | 37                |
| 12:30 PM                       | 4       | 0        | 4        | 7        | 11       | 5        | 9        | 15       | 27       | 18       | 9        | 1        | 0        | 0         | 110                | 51-60      | 45                |
| 12:45 PM                       | 3       | 1        | 0        | 3        | 5        | 1        | 6        | 14       | 20       | 19       | 4        | 2        | 0        | 0         | 78                 | 51-60      | 39                |
| 01:00 PM                       | 8       | 1        | 2        | 3        | 8        | 7        | 2        | 10       | 27       | 16       | 4        | 1        | 0        | 0         | 89                 | 51-60      | 43                |
| 01:15 PM                       | 2       | 0        | 1        | 4        | 6        | 2        | 11       | 27       | 29       | 11       | 6        | 2        | 0        | 0         | 101                | 46-55      | 56                |
| 01:30 PM                       | 10      | 2        | 0        | 9        | 10       | 7        | 8        | 16       | 13       | 11       | 3        | 0        | 0        | 0         | 89                 | 46-55      | 29                |
| 01:45 PM                       | 5       | 0        | 1        | 6        | 9        | 3        | 10       | 18       | 32       | 17       | 5        | 2        | 0        | 0         | 108                | 46-55      | 50                |
| 02:00 PM                       | 3       | 1        | 0        | 4        | 11       | 3        | 13       | 22       | 19       | 31       | 7        | 1        | 0        | 0         | 115                | 51-60      | 50                |
| 02:15 PM                       | 7       | 0        | 2        | 2        | 5        | 4        | 9        | 18       | 34       | 16       | 6        | 0        | 0        | 0         | 103                | 46-55      | 52                |
| 02:30 PM                       | 6       | 0        | 2        | 7        | 3        | 10       | 8        | 22       | 28       | 13       | 4        | 1        | 1        | 0         | 105                | 46-55      | 50                |
| 02:45 PM                       | 2       | 1        | 1        | 2        | 8        | 6        | 13       | 12       | 22       | 13       | 2        | 2        | 0        | 0         | 84                 | 51-60      | 35                |
| 03:00 PM                       | 6       | 0        | 0        | 7        | 5        | 6        | 7        | 11       | 34       | 27       | 7        | 1        | 0        | 0         | 111                | 51-60      | 61                |
| 03:15 PM                       | 2       | 0        | 0        | 3        | 6        | 7        | 10       | 13       | 24       | 13       | 8        | 0        | 0        | 0         | 86                 | 48-57      | 37                |
| 03:30 PM                       | 4       | 0        | 2        | 6        | 4        | 1        | 10       | 8        | 30       | 19       | 11       | 0        | 0        | 0         | 95                 | 51-60      | 49                |
| 03:45 PM                       | 5       | 0        | 0        | 5        | 5        | 4        | 11       | 10       | 17       | 16       | 7        | 3        | 0        | 0         | 83                 | 51-60      | 33                |
| 04:00 PM                       | 2       | 1        | 1        | 2        | 13       | 10       | 16       | 9        | 20       | 19       | 6        | 0        | 0        | 0         | 99                 | 51-60      | 39                |
| 04:15 PM                       | 7       | 0        | 0        | 3        | 4        | 4        | 8        | 16       | 22       | 10       | 7        | 0        | 0        | 0         | 81                 | 46-55      | 38                |
| 04:30 PM                       | 1       | 1        | 0        | 4        | 9        | 3        | 7        | 12       | 12       | 19       | 11       | 1        | 0        | 0         | 80                 | 51-60      | 31                |
| 04:45 PM                       | 4       | 0        | 1        | 4        | 5        | 9        | 7        | 22       | 28       | 20       | 4        | 0        | 0        | 0         | 104                | 46-55      | 50                |
| 05:00 PM                       | 3       | 0        | 0        | 4        | 9        | 10       | 15       | 24       | 16       | 19       | 16       | 0        | 0        | 0         | 116                | 46-55      | 40                |
| 05:15 PM                       | 3       | 0        | 0        | 0        | 2        | 7        | 5        | 7        | 15       | 28       | 6        | 2        | 1        | 0         | 76                 | 51-60      | 43                |
| 05:30 PM                       | 4       | 0        | 0        | 5        | 5        | 7        | 9        | 10       | 23       | 7        | 10       | 0        | 0        | 0         | 80                 | 46-55      | 33                |
| 05:45 PM                       | 1       | 0        | 1        | 6        | 4        | 3        | 9        | 14       | 16       | 12       | 2        | 1        | 0        | 0         | 69                 | 46-55      | 30                |
| Day Total<br>Percent           |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
|                                |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol          |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol          |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <i>Comments:</i>               |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: SR-20 N of Pumps Dwy |               |              |               |              |               |                |                |               |                |               |               |              |              |               | QC JOB #: 17073011 |            |                   |
|--------------------------------|---------------|--------------|---------------|--------------|---------------|----------------|----------------|---------------|----------------|---------------|---------------|--------------|--------------|---------------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:             |               |              |               |              |               |                |                |               |                |               |               |              |              |               | DIRECTION: NB      |            |                   |
| CITY/STATE: Lake, CA           |               |              |               |              |               |                |                |               |                |               |               |              |              |               | DATE: Aug 22 2025  |            |                   |
| Start Time                     | 1<br>15       | 16<br>20     | 21<br>25      | 26<br>30     | 31<br>35      | 36<br>40       | 41<br>45       | 46<br>50      | 51<br>55       | 56<br>60      | 61<br>65      | 66<br>70     | 71<br>75     | 76<br>999     | Total              | Pace Speed | Number<br>in Pace |
| 06:00 PM                       | 2             | 0            | 0             | 4            | 7             | 2              | 3              | 11            | 14             | 9             | 5             | 3            | 0            | 0             | 60                 | 46-55      | 25                |
| 06:15 PM                       | 3             | 0            | 1             | 2            | 2             | 6              | 16             | 19            | 13             | 5             | 4             | 2            | 1            | 0             | 74                 | 41-50      | 35                |
| 06:30 PM                       | 2             | 0            | 0             | 0            | 7             | 8              | 9              | 11            | 8              | 16            | 3             | 1            | 0            | 0             | 65                 | 51-60      | 24                |
| 06:45 PM                       | 1             | 0            | 0             | 2            | 4             | 5              | 6              | 9             | 11             | 12            | 9             | 0            | 0            | 0             | 59                 | 51-60      | 23                |
| 07:00 PM                       | 2             | 0            | 0             | 5            | 8             | 7              | 6              | 6             | 10             | 13            | 3             | 0            | 0            | 0             | 60                 | 51-60      | 23                |
| 07:15 PM                       | 0             | 2            | 0             | 2            | 3             | 4              | 8              | 12            | 11             | 5             | 0             | 0            | 0            | 0             | 47                 | 46-55      | 23                |
| 07:30 PM                       | 5             | 0            | 0             | 4            | 4             | 10             | 7              | 8             | 20             | 9             | 0             | 0            | 0            | 0             | 67                 | 51-60      | 29                |
| 07:45 PM                       | 0             | 0            | 0             | 4            | 5             | 5              | 10             | 10            | 10             | 3             | 2             | 2            | 0            | 0             | 51                 | 41-50      | 20                |
| 08:00 PM                       | 2             | 0            | 0             | 6            | 5             | 3              | 14             | 14            | 7              | 0             | 0             | 0            | 0            | 0             | 51                 | 41-50      | 28                |
| 08:15 PM                       | 1             | 0            | 1             | 4            | 2             | 12             | 9              | 10            | 8              | 1             | 0             | 0            | 0            | 0             | 48                 | 36-45      | 21                |
| 08:30 PM                       | 1             | 0            | 1             | 1            | 5             | 8              | 5              | 7             | 5              | 6             | 1             | 0            | 0            | 0             | 40                 | 34-43      | 13                |
| 08:45 PM                       | 0             | 0            | 0             | 1            | 6             | 6              | 6              | 6             | 16             | 7             | 0             | 0            | 0            | 0             | 48                 | 51-60      | 23                |
| 09:00 PM                       | 0             | 0            | 1             | 4            | 1             | 7              | 8              | 7             | 3              | 5             | 2             | 0            | 0            | 0             | 38                 | 41-50      | 15                |
| 09:15 PM                       | 0             | 0            | 1             | 2            | 4             | 3              | 8              | 7             | 6              | 2             | 1             | 0            | 0            | 0             | 34                 | 41-50      | 15                |
| 09:30 PM                       | 2             | 0            | 0             | 2            | 5             | 6              | 8              | 5             | 7              | 2             | 1             | 0            | 0            | 0             | 38                 | 36-45      | 14                |
| 09:45 PM                       | 1             | 0            | 0             | 3            | 3             | 3              | 4              | 3             | 6              | 0             | 0             | 0            | 0            | 0             | 23                 | 46-55      | 9                 |
| 10:00 PM                       | 0             | 0            | 0             | 1            | 1             | 3              | 0              | 3             | 5              | 2             | 1             | 0            | 0            | 0             | 16                 | 46-55      | 8                 |
| 10:15 PM                       | 0             | 0            | 1             | 3            | 0             | 6              | 10             | 6             | 2              | 1             | 0             | 0            | 0            | 0             | 29                 | 36-45      | 16                |
| 10:30 PM                       | 0             | 0            | 0             | 3            | 2             | 4              | 2              | 0             | 6              | 3             | 1             | 0            | 0            | 0             | 21                 | 51-60      | 9                 |
| 10:45 PM                       | 0             | 0            | 2             | 0            | 2             | 10             | 3              | 1             | 6              | 2             | 0             | 0            | 0            | 0             | 26                 | 36-45      | 13                |
| 11:00 PM                       | 2             | 2            | 0             | 0            | 1             | 0              | 1              | 2             | 1              | 2             | 0             | 0            | 0            | 0             | 11                 | 46-55      | 3                 |
| 11:15 PM                       | 0             | 0            | 2             | 1            | 1             | 3              | 6              | 1             | 1              | 1             | 1             | 0            | 0            | 0             | 17                 | 36-45      | 9                 |
| 11:30 PM                       | 0             | 0            | 0             | 2            | 0             | 2              | 1              | 2             | 2              | 2             | 1             | 0            | 0            | 0             | 12                 | 46-55      | 4                 |
| 11:45 PM                       | 0             | 0            | 0             | 1            | 0             | 2              | 2              | 2             | 0              | 0             | 0             | 0            | 0            | 0             | 7                  | 36-45      | 4                 |
| <b>Day Total</b>               | 228           | 22           | 52            | 248          | 391           | 377            | 549            | 874           | 1265           | 1042          | 388           | 74           | 8            | 0             | 5518               | 51-60      | 2307              |
| <b>Percent</b>                 | 4.1%          | 0.4%         | 0.9%          | 4.5%         | 7.1%          | 6.8%           | 9.9%           | 15.8%         | 22.9%          | 18.9%         | 7%            | 1.3%         | 0.1%         | 0%            |                    |            |                   |
|                                |               |              |               |              |               |                |                |               |                |               |               |              |              |               |                    |            |                   |
| <b>AM Peak<br/>15-min Vol</b>  | 10:15 AM<br>8 | 6:15 AM<br>2 | 4:00 AM<br>3  | 7:15 AM<br>6 | 6:30 AM<br>10 | 11:45 AM<br>11 | 10:15 AM<br>13 | 6:45 AM<br>30 | 11:15 AM<br>35 | 7:00 AM<br>41 | 7:00 AM<br>17 | 6:30 AM<br>5 | 2:00 AM<br>1 | 12:00 AM<br>0 | 7:00 AM<br>137     |            |                   |
| <b>PM Peak<br/>15-min Vol</b>  | 1:30 PM<br>10 | 1:30 PM<br>2 | 12:30 PM<br>4 | 1:30 PM<br>9 | 4:00 PM<br>13 | 8:15 PM<br>12  | 4:00 PM<br>16  | 1:15 PM<br>27 | 2:15 PM<br>34  | 2:00 PM<br>31 | 5:00 PM<br>16 | 3:45 PM<br>3 | 2:30 PM<br>1 | 12:00 PM<br>0 | 5:00 PM<br>116     |            |                   |
| <i>Comments:</i>               |               |              |               |              |               |                |                |               |                |               |               |              |              |               |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

**SUMMARY - Midblock Count - Speed Data**

| <b>LOCATION:</b> SR-20 N of Pumps Dwy |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>QC JOB #:</b> 17073011 |  |            |                   |
|---------------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|---------------------------|--|------------|-------------------|
| <b>SPECIFIC LOCATION:</b>             |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DIRECTION:</b> NB      |  |            |                   |
| <b>CITY/STATE:</b> Lake, CA           |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DATE:</b> Aug 22 2025  |  |            |                   |
| Speed Range                           | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999                 | Total  | Pace Speed | Number in<br>Pace |
| <b>Grand Total</b>                    | 228     | 22       | 52       | 248      | 391      | 377      | 549      | 874      | 1265     | 1042     | 388      | 74       | 8        | 0                         | 5518   | 51-60      | 2307              |
| <b>Percent</b>                        | 4.1%    | 0.4%     | 0.9%     | 4.5%     | 7.1%     | 6.8%     | 9.9%     | 15.8%    | 22.9%    | 18.9%    | 7%       | 1.3%     | 0.1%     | 0%                        |  |            |                   |
| <b>Cumulative Percent</b>             | 4.1%    | 4.5%     | 5.5%     | 10%      | 17.1%    | 23.9%    | 33.8%    | 49.7%    | 72.6%    | 91.5%    | 98.5%    | 99.9%    | 100%     | 100%                      |  |            |                   |
| <b>ADT<br/>5518</b>                   |         |          |          |          |          |          |          |          |          |          |          |          |          |                           | <b>85th Percentile:</b> 58 MPH<br><b>Mean Speed(Average):</b> 50 MPH<br><b>Median:</b> 50 MPH<br><b>Mode:</b> 53 MPH |            |                   |
| <i>Comments:</i>                      |         |          |          |          |          |          |          |          |          |          |          |          |          |                           |  |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Speed Data

**LOCATION:** SR-20 N of Pumps Dwy **QC JOB #:** 17073011  
**SPECIFIC LOCATION:** **DIRECTION:** SB  
**CITY/STATE:** Lake, CA **DATE:** Aug 22 2025

| Start Time        | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total | Pace Speed | Number<br>in Pace |
|-------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-------|------------|-------------------|
| 12:00 AM          | 0       | 0        | 0        | 0        | 1        | 1        | 1        | 1        | 1        | 1        | 1        | 0        | 0        | 0         | 7     | 31-40      | 2                 |
| 12:15 AM          | 0       | 0        | 0        | 0        | 0        | 2        | 1        | 0        | 3        | 1        | 1        | 0        | 0        | 0         | 8     | 51-60      | 4                 |
| 12:30 AM          | 0       | 0        | 0        | 1        | 1        | 1        | 2        | 5        | 0        | 0        | 1        | 0        | 0        | 0         | 11    | 41-50      | 7                 |
| 12:45 AM          | 0       | 0        | 0        | 1        | 2        | 1        | 1        | 3        | 0        | 0        | 0        | 0        | 0        | 0         | 8     | 41-50      | 4                 |
| 01:00 AM          | 0       | 0        | 0        | 2        | 1        | 0        | 0        | 2        | 0        | 0        | 0        | 0        | 0        | 0         | 5     | 26-35      | 3                 |
| 01:15 AM          | 0       | 0        | 0        | 0        | 0        | 1        | 1        | 0        | 2        | 0        | 0        | 0        | 0        | 0         | 4     | 46-55      | 2                 |
| 01:30 AM          | 0       | 0        | 0        | 0        | 1        | 0        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0         | 4     | 41-50      | 3                 |
| 01:45 AM          | 0       | 0        | 0        | 0        | 0        | 2        | 3        | 2        | 2        | 0        | 1        | 0        | 0        | 0         | 10    | 38-47      | 5                 |
| 02:00 AM          | 0       | 0        | 0        | 0        | 2        | 0        | 1        | 2        | 0        | 0        | 0        | 0        | 0        | 0         | 5     | 41-50      | 3                 |
| 02:15 AM          | 0       | 0        | 0        | 2        | 2        | 2        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9     | 36-45      | 5                 |
| 02:30 AM          | 0       | 0        | 0        | 1        | 1        | 1        | 1        | 0        | 0        | 2        | 0        | 0        | 0        | 0         | 6     | 51-60      | 2                 |
| 02:45 AM          | 2       | 0        | 0        | 1        | 0        | 1        | 0        | 0        | 3        | 1        | 1        | 1        | 0        | 0         | 10    | 51-60      | 4                 |
| 03:00 AM          | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 3        | 0        | 1        | 0        | 0        | 0         | 4     | 46-55      | 3                 |
| 03:15 AM          | 0       | 0        | 0        | 0        | 0        | 1        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0         | 2     | 31-40      | 1                 |
| 03:30 AM          | 0       | 0        | 0        | 0        | 1        | 0        | 0        | 1        | 2        | 3        | 0        | 0        | 0        | 0         | 7     | 51-60      | 5                 |
| 03:45 AM          | 0       | 0        | 0        | 0        | 6        | 1        | 2        | 3        | 1        | 0        | 1        | 0        | 0        | 0         | 14    | 31-40      | 7                 |
| 04:00 AM          | 0       | 0        | 0        | 0        | 1        | 2        | 1        | 1        | 1        | 1        | 0        | 0        | 0        | 0         | 7     | 36-45      | 3                 |
| 04:15 AM          | 0       | 0        | 0        | 0        | 0        | 0        | 2        | 2        | 3        | 2        | 0        | 0        | 0        | 0         | 9     | 48-57      | 5                 |
| 04:30 AM          | 0       | 0        | 0        | 0        | 2        | 1        | 0        | 2        | 1        | 4        | 0        | 0        | 0        | 0         | 10    | 51-60      | 5                 |
| 04:45 AM          | 0       | 0        | 0        | 1        | 1        | 0        | 2        | 3        | 4        | 0        | 1        | 1        | 0        | 0         | 13    | 46-55      | 7                 |
| 05:00 AM          | 1       | 0        | 0        | 1        | 3        | 1        | 1        | 1        | 2        | 2        | 1        | 0        | 0        | 0         | 13    | 28-37      | 4                 |
| 05:15 AM          | 0       | 0        | 2        | 4        | 3        | 2        | 0        | 2        | 8        | 2        | 0        | 0        | 0        | 0         | 23    | 50-59      | 10                |
| 05:30 AM          | 1       | 0        | 2        | 1        | 0        | 1        | 1        | 4        | 3        | 4        | 0        | 0        | 0        | 0         | 17    | 50-59      | 7                 |
| 05:45 AM          | 0       | 0        | 0        | 1        | 0        | 4        | 4        | 3        | 11       | 4        | 0        | 0        | 0        | 0         | 27    | 51-60      | 15                |
| <b>Day Total</b>  |         |          |          |          |          |          |          |          |          |          |          |          |          |           |       |            |                   |
| <b>Percent</b>    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |       |            |                   |
| <b>AM Peak</b>    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |       |            |                   |
| <b>15-min Vol</b> |         |          |          |          |          |          |          |          |          |          |          |          |          |           |       |            |                   |
| <b>PM Peak</b>    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |       |            |                   |
| <b>15-min Vol</b> |         |          |          |          |          |          |          |          |          |          |          |          |          |           |       |            |                   |

*Comments:*

Type of report: Midblock Count - Speed Data

| LOCATION: SR-20 N of Pumps Dwy |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073011 |            |                   |
|--------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:             |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: SB      |            |                   |
| CITY/STATE: Lake, CA           |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                     | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 06:00 AM                       | 0       | 0        | 2        | 3        | 4        | 5        | 1        | 0        | 7        | 2        | 1        | 0        | 0        | 0         | 25                 | 51-60      | 9                 |
| 06:15 AM                       | 4       | 2        | 2        | 1        | 3        | 0        | 2        | 4        | 3        | 7        | 1        | 0        | 1        | 0         | 30                 | 51-60      | 10                |
| 06:30 AM                       | 3       | 0        | 0        | 3        | 5        | 2        | 3        | 10       | 9        | 2        | 1        | 0        | 0        | 0         | 38                 | 46-55      | 19                |
| 06:45 AM                       | 4       | 0        | 0        | 1        | 5        | 4        | 0        | 11       | 11       | 2        | 2        | 0        | 0        | 0         | 40                 | 46-55      | 22                |
| 07:00 AM                       | 1       | 0        | 4        | 1        | 5        | 3        | 7        | 3        | 7        | 12       | 1        | 0        | 0        | 0         | 44                 | 51-60      | 19                |
| 07:15 AM                       | 5       | 1        | 5        | 8        | 11       | 9        | 11       | 20       | 31       | 5        | 1        | 0        | 0        | 0         | 107                | 46-55      | 51                |
| 07:30 AM                       | 6       | 0        | 0        | 7        | 4        | 5        | 5        | 7        | 16       | 9        | 4        | 0        | 0        | 0         | 63                 | 51-60      | 25                |
| 07:45 AM                       | 0       | 0        | 0        | 2        | 7        | 4        | 2        | 18       | 8        | 3        | 0        | 0        | 0        | 0         | 44                 | 46-55      | 26                |
| 08:00 AM                       | 1       | 0        | 1        | 5        | 8        | 6        | 3        | 8        | 12       | 4        | 3        | 0        | 0        | 0         | 51                 | 46-55      | 20                |
| 08:15 AM                       | 4       | 1        | 7        | 5        | 3        | 2        | 8        | 10       | 7        | 8        | 0        | 0        | 0        | 0         | 55                 | 41-50      | 18                |
| 08:30 AM                       | 2       | 0        | 1        | 5        | 5        | 8        | 12       | 19       | 9        | 1        | 1        | 0        | 0        | 0         | 63                 | 41-50      | 31                |
| 08:45 AM                       | 1       | 0        | 0        | 1        | 6        | 7        | 9        | 16       | 12       | 5        | 1        | 0        | 0        | 0         | 58                 | 46-55      | 28                |
| 09:00 AM                       | 2       | 0        | 0        | 5        | 8        | 10       | 8        | 14       | 10       | 9        | 0        | 0        | 0        | 0         | 66                 | 46-55      | 24                |
| 09:15 AM                       | 1       | 0        | 1        | 9        | 9        | 11       | 17       | 17       | 10       | 2        | 1        | 0        | 0        | 0         | 78                 | 41-50      | 34                |
| 09:30 AM                       | 2       | 0        | 2        | 7        | 5        | 7        | 9        | 11       | 9        | 2        | 0        | 0        | 0        | 0         | 54                 | 45-54      | 20                |
| 09:45 AM                       | 0       | 0        | 1        | 7        | 11       | 11       | 6        | 17       | 17       | 6        | 2        | 0        | 0        | 0         | 78                 | 46-55      | 34                |
| 10:00 AM                       | 4       | 0        | 1        | 6        | 11       | 7        | 22       | 13       | 10       | 4        | 0        | 0        | 0        | 0         | 78                 | 41-50      | 35                |
| 10:15 AM                       | 5       | 2        | 3        | 10       | 18       | 13       | 7        | 9        | 13       | 4        | 1        | 0        | 0        | 0         | 85                 | 31-40      | 31                |
| 10:30 AM                       | 7       | 1        | 5        | 6        | 11       | 17       | 8        | 12       | 12       | 3        | 0        | 0        | 0        | 0         | 82                 | 31-40      | 28                |
| 10:45 AM                       | 2       | 0        | 2        | 3        | 9        | 12       | 23       | 20       | 15       | 5        | 0        | 0        | 0        | 0         | 91                 | 41-50      | 43                |
| 11:00 AM                       | 6       | 0        | 1        | 6        | 16       | 13       | 9        | 26       | 17       | 3        | 1        | 0        | 0        | 0         | 98                 | 46-55      | 43                |
| 11:15 AM                       | 2       | 0        | 5        | 4        | 17       | 20       | 27       | 21       | 10       | 2        | 0        | 0        | 0        | 0         | 108                | 41-50      | 48                |
| 11:30 AM                       | 2       | 0        | 2        | 5        | 21       | 6        | 23       | 17       | 10       | 2        | 2        | 0        | 0        | 0         | 90                 | 41-50      | 40                |
| 11:45 AM                       | 4       | 4        | 2        | 13       | 11       | 7        | 20       | 18       | 29       | 3        | 0        | 0        | 0        | 0         | 111                | 46-55      | 47                |
| Day Total                      |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol          |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol          |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <i>Comments:</i>               |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: SR-20 N of Pumps Dwy |         |          |          |          |          |          |          |          |          |          |          |          |          | QC JOB #: 17073011 |       |            |                   |
|--------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|-------|------------|-------------------|
| SPECIFIC LOCATION:             |         |          |          |          |          |          |          |          |          |          |          |          |          | DIRECTION: SB      |       |            |                   |
| CITY/STATE: Lake, CA           |         |          |          |          |          |          |          |          |          |          |          |          |          | DATE: Aug 22 2025  |       |            |                   |
| Start Time                     | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999          | Total | Pace Speed | Number<br>in Pace |
| 12:00 PM                       | 5       | 1        | 5        | 10       | 6        | 12       | 13       | 17       | 18       | 6        | 0        | 0        | 0        | 0                  | 93    | 46-55      | 35                |
| 12:15 PM                       | 3       | 0        | 6        | 22       | 14       | 25       | 13       | 15       | 14       | 4        | 0        | 0        | 0        | 0                  | 116   | 31-40      | 39                |
| 12:30 PM                       | 2       | 0        | 2        | 13       | 13       | 12       | 17       | 8        | 12       | 6        | 0        | 0        | 0        | 0                  | 85    | 36-45      | 29                |
| 12:45 PM                       | 2       | 0        | 3        | 3        | 8        | 8        | 14       | 16       | 25       | 4        | 1        | 0        | 0        | 0                  | 84    | 46-55      | 41                |
| 01:00 PM                       | 12      | 3        | 4        | 6        | 14       | 5        | 5        | 8        | 10       | 8        | 1        | 0        | 0        | 0                  | 76    | 26-35      | 20                |
| 01:15 PM                       | 2       | 0        | 2        | 10       | 7        | 13       | 20       | 20       | 30       | 2        | 0        | 0        | 0        | 0                  | 106   | 46-55      | 50                |
| 01:30 PM                       | 6       | 2        | 6        | 13       | 16       | 13       | 27       | 17       | 16       | 2        | 0        | 0        | 0        | 1                  | 119   | 41-50      | 44                |
| 01:45 PM                       | 5       | 0        | 2        | 12       | 6        | 12       | 23       | 24       | 14       | 2        | 0        | 0        | 0        | 0                  | 100   | 41-50      | 47                |
| 02:00 PM                       | 5       | 0        | 1        | 6        | 14       | 11       | 20       | 13       | 11       | 2        | 1        | 0        | 0        | 0                  | 84    | 41-50      | 33                |
| 02:15 PM                       | 14      | 1        | 2        | 4        | 14       | 5        | 5        | 22       | 19       | 7        | 0        | 0        | 0        | 0                  | 93    | 46-55      | 41                |
| 02:30 PM                       | 7       | 0        | 3        | 4        | 21       | 14       | 29       | 27       | 23       | 1        | 0        | 0        | 0        | 0                  | 129   | 41-50      | 56                |
| 02:45 PM                       | 1       | 0        | 0        | 3        | 8        | 14       | 26       | 20       | 17       | 5        | 1        | 0        | 0        | 0                  | 95    | 41-50      | 46                |
| 03:00 PM                       | 2       | 0        | 2        | 9        | 8        | 8        | 21       | 18       | 14       | 7        | 3        | 0        | 0        | 0                  | 92    | 41-50      | 39                |
| 03:15 PM                       | 7       | 0        | 3        | 9        | 11       | 13       | 25       | 23       | 19       | 5        | 0        | 0        | 0        | 0                  | 115   | 41-50      | 48                |
| 03:30 PM                       | 3       | 0        | 3        | 6        | 13       | 15       | 33       | 39       | 27       | 0        | 1        | 0        | 0        | 0                  | 140   | 41-50      | 72                |
| 03:45 PM                       | 6       | 0        | 0        | 7        | 17       | 13       | 11       | 25       | 16       | 9        | 1        | 0        | 0        | 0                  | 105   | 46-55      | 41                |
| 04:00 PM                       | 1       | 0        | 4        | 16       | 9        | 5        | 2        | 12       | 21       | 7        | 0        | 0        | 0        | 0                  | 77    | 46-55      | 33                |
| 04:15 PM                       | 6       | 0        | 0        | 7        | 17       | 13       | 26       | 31       | 15       | 6        | 1        | 0        | 0        | 0                  | 122   | 41-50      | 57                |
| 04:30 PM                       | 3       | 0        | 1        | 5        | 15       | 20       | 7        | 19       | 19       | 7        | 2        | 0        | 0        | 0                  | 98    | 46-55      | 38                |
| 04:45 PM                       | 1       | 0        | 0        | 5        | 15       | 4        | 18       | 32       | 20       | 6        | 0        | 0        | 0        | 0                  | 101   | 46-55      | 52                |
| 05:00 PM                       | 1       | 0        | 0        | 3        | 10       | 9        | 9        | 21       | 19       | 2        | 0        | 0        | 0        | 0                  | 74    | 46-55      | 40                |
| 05:15 PM                       | 7       | 4        | 0        | 9        | 13       | 6        | 19       | 14       | 16       | 3        | 1        | 0        | 0        | 0                  | 92    | 41-50      | 33                |
| 05:30 PM                       | 3       | 0        | 0        | 9        | 14       | 8        | 7        | 15       | 14       | 5        | 0        | 0        | 0        | 0                  | 75    | 46-55      | 29                |
| 05:45 PM                       | 1       | 0        | 2        | 4        | 10       | 9        | 7        | 25       | 18       | 7        | 0        | 0        | 0        | 0                  | 83    | 46-55      | 43                |
| Day Total                      |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |
| Percent                        |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |
| AM Peak<br>15-min Vol          |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |
| PM Peak<br>15-min Vol          |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |
| <i>Comments:</i>               |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: SR-20 N of Pumps Dwy |               |               |               |                |                |                |                |                |               |               |              |               |              |               | QC JOB #: 17073011 |            |                   |
|--------------------------------|---------------|---------------|---------------|----------------|----------------|----------------|----------------|----------------|---------------|---------------|--------------|---------------|--------------|---------------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:             |               |               |               |                |                |                |                |                |               |               |              |               |              |               | DIRECTION: SB      |            |                   |
| CITY/STATE: Lake, CA           |               |               |               |                |                |                |                |                |               |               |              |               |              |               | DATE: Aug 22 2025  |            |                   |
| Start Time                     | 1<br>15       | 16<br>20      | 21<br>25      | 26<br>30       | 31<br>35       | 36<br>40       | 41<br>45       | 46<br>50       | 51<br>55      | 56<br>60      | 61<br>65     | 66<br>70      | 71<br>75     | 76<br>999     | Total              | Pace Speed | Number<br>in Pace |
| 06:00 PM                       | 1             | 7             | 6             | 6              | 8              | 11             | 3              | 9              | 16            | 4             | 2            | 0             | 0            | 0             | 73                 | 46-55      | 25                |
| 06:15 PM                       | 1             | 0             | 1             | 5              | 7              | 10             | 11             | 24             | 11            | 5             | 1            | 0             | 0            | 0             | 76                 | 42-51      | 35                |
| 06:30 PM                       | 1             | 2             | 5             | 7              | 11             | 11             | 13             | 24             | 15            | 1             | 1            | 0             | 0            | 0             | 91                 | 46-55      | 39                |
| 06:45 PM                       | 3             | 0             | 3             | 11             | 14             | 11             | 14             | 5              | 6             | 0             | 0            | 0             | 0            | 0             | 67                 | 26-35      | 25                |
| 07:00 PM                       | 1             | 0             | 0             | 9              | 7              | 7              | 4              | 22             | 9             | 5             | 0            | 0             | 0            | 0             | 64                 | 46-55      | 31                |
| 07:15 PM                       | 1             | 1             | 1             | 3              | 4              | 7              | 14             | 17             | 16            | 4             | 0            | 0             | 0            | 0             | 68                 | 46-55      | 33                |
| 07:30 PM                       | 5             | 1             | 4             | 7              | 6              | 4              | 20             | 13             | 11            | 1             | 0            | 0             | 0            | 0             | 72                 | 41-50      | 33                |
| 07:45 PM                       | 1             | 0             | 3             | 12             | 6              | 15             | 9              | 13             | 5             | 2             | 0            | 0             | 0            | 0             | 66                 | 36-45      | 24                |
| 08:00 PM                       | 5             | 0             | 3             | 9              | 7              | 18             | 12             | 12             | 7             | 1             | 0            | 0             | 0            | 0             | 74                 | 36-45      | 30                |
| 08:15 PM                       | 1             | 0             | 3             | 4              | 9              | 5              | 8              | 8              | 5             | 2             | 1            | 0             | 0            | 0             | 46                 | 41-50      | 16                |
| 08:30 PM                       | 0             | 1             | 0             | 8              | 9              | 9              | 8              | 9              | 8             | 1             | 0            | 0             | 0            | 0             | 53                 | 31-40      | 18                |
| 08:45 PM                       | 0             | 2             | 2             | 5              | 9              | 10             | 7              | 6              | 7             | 1             | 0            | 0             | 0            | 0             | 49                 | 31-40      | 19                |
| 09:00 PM                       | 0             | 0             | 2             | 6              | 10             | 14             | 7              | 10             | 1             | 0             | 0            | 0             | 0            | 0             | 50                 | 31-40      | 24                |
| 09:15 PM                       | 0             | 0             | 4             | 4              | 2              | 3              | 4              | 5              | 6             | 3             | 1            | 0             | 1            | 0             | 33                 | 46-55      | 11                |
| 09:30 PM                       | 0             | 0             | 0             | 7              | 6              | 1              | 5              | 12             | 7             | 0             | 1            | 0             | 0            | 0             | 39                 | 46-55      | 19                |
| 09:45 PM                       | 0             | 0             | 0             | 5              | 5              | 9              | 2              | 9              | 10            | 3             | 0            | 0             | 0            | 0             | 43                 | 46-55      | 19                |
| 10:00 PM                       | 1             | 0             | 0             | 1              | 5              | 1              | 9              | 8              | 5             | 2             | 0            | 1             | 0            | 0             | 33                 | 41-50      | 17                |
| 10:15 PM                       | 0             | 0             | 0             | 3              | 3              | 3              | 3              | 4              | 3             | 2             | 0            | 0             | 0            | 0             | 21                 | 41-50      | 7                 |
| 10:30 PM                       | 0             | 0             | 0             | 1              | 3              | 5              | 6              | 3              | 2             | 0             | 1            | 0             | 0            | 0             | 21                 | 36-45      | 11                |
| 10:45 PM                       | 0             | 0             | 2             | 5              | 4              | 6              | 3              | 6              | 3             | 0             | 0            | 0             | 0            | 0             | 29                 | 31-40      | 10                |
| 11:00 PM                       | 1             | 0             | 1             | 1              | 3              | 3              | 4              | 5              | 2             | 1             | 0            | 0             | 0            | 0             | 21                 | 41-50      | 9                 |
| 11:15 PM                       | 0             | 0             | 0             | 5              | 3              | 7              | 4              | 5              | 0             | 0             | 1            | 0             | 0            | 0             | 25                 | 36-45      | 11                |
| 11:30 PM                       | 0             | 0             | 0             | 1              | 3              | 5              | 2              | 4              | 1             | 1             | 0            | 0             | 0            | 0             | 17                 | 31-40      | 8                 |
| 11:45 PM                       | 0             | 0             | 1             | 3              | 1              | 1              | 1              | 2              | 2             | 2             | 0            | 0             | 0            | 0             | 13                 | 23-32      | 4                 |
| <b>Day Total</b>               | 199           | 36            | 143           | 462            | 679            | 657            | 841            | 1076           | 929           | 286           | 54           | 3             | 2            | 1             | 5368               | 46-55      | 2005              |
| <b>Percent</b>                 | 3.7%          | 0.7%          | 2.7%          | 8.6%           | 12.6%          | 12.2%          | 15.7%          | 20%            | 17.3%         | 5.3%          | 1%           | 0.1%          | 0%           | 0%            |                    |            |                   |
|                                |               |               |               |                |                |                |                |                |               |               |              |               |              |               |                    |            |                   |
| <b>AM Peak<br/>15-min Vol</b>  | 10:30 AM<br>7 | 11:45 AM<br>4 | 8:15 AM<br>7  | 11:45 AM<br>13 | 11:30 AM<br>21 | 11:15 AM<br>20 | 11:15 AM<br>27 | 11:00 AM<br>26 | 7:15 AM<br>31 | 7:00 AM<br>12 | 7:30 AM<br>4 | 2:45 AM<br>1  | 6:15 AM<br>1 | 12:00 AM<br>0 | 11:45 AM<br>111    |            |                   |
| <b>PM Peak<br/>15-min Vol</b>  | 2:15 PM<br>14 | 6:00 PM<br>7  | 12:15 PM<br>6 | 12:15 PM<br>22 | 2:30 PM<br>21  | 12:15 PM<br>25 | 3:30 PM<br>33  | 3:30 PM<br>39  | 1:15 PM<br>30 | 3:45 PM<br>9  | 3:00 PM<br>3 | 10:00 PM<br>1 | 9:15 PM<br>1 | 1:30 PM<br>1  | 3:30 PM<br>140     |            |                   |
| <i>Comments:</i>               |               |               |               |                |                |                |                |                |               |               |              |               |              |               |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

**SUMMARY - Midblock Count - Speed Data**

| <b>LOCATION:</b> SR-20 N of Pumps Dwy |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>QC JOB #:</b> 17073011 |  |            |                   |
|---------------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|---------------------------|--|------------|-------------------|
| <b>SPECIFIC LOCATION:</b>             |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DIRECTION:</b> SB      |  |            |                   |
| <b>CITY/STATE:</b> Lake, CA           |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DATE:</b> Aug 22 2025  |  |            |                   |
| Speed Range                           | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999                 | Total  | Pace Speed | Number in<br>Pace |
| <b>Grand Total</b>                    | 199     | 36       | 143      | 462      | 679      | 657      | 841      | 1076     | 929      | 286      | 54       | 3        | 2        | 1                         | 5368   | 46-55      | 2005              |
| <b>Percent</b>                        | 3.7%    | 0.7%     | 2.7%     | 8.6%     | 12.6%    | 12.2%    | 15.7%    | 20%      | 17.3%    | 5.3%     | 1%       | 0.1%     | 0%       | 0%                        |  |            |                   |
| <b>Cumulative Percent</b>             | 3.7%    | 4.4%     | 7%       | 15.6%    | 28.3%    | 40.5%    | 56.2%    | 76.2%    | 93.6%    | 98.9%    | 99.9%    | 99.9%    | 100%     | 100%                      |  |            |                   |
| <b>ADT<br/>5368</b>                   |         |          |          |          |          |          |          |          |          |          |          |          |          |                           | <b>85th Percentile:</b> 52 MPH<br><b>Mean Speed(Average):</b> 43 MPH<br><b>Median:</b> 43 MPH<br><b>Mode:</b> 48 MPH |            |                   |
| <i>Comments:</i>                      |         |          |          |          |          |          |          |          |          |          |          |          |          |                           |  |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

| <b>LOCATION:</b> SR-20 S of Pumps Dwy<br><b>SPECIFIC LOCATION:</b><br><b>CITY/STATE:</b> Lake, CA |     |     |     |     |                  | <b>QC JOB #:</b> 17073012<br><b>DIRECTION:</b> NB<br><b>DATE:</b> Aug 22 2025 - Aug 22 2025 |     |     |                                |                      |
|---|-----|-----|-----|-----|------------------|---|-----|-----|--------------------------------|----------------------|
| Start Time  | Mon | Tue | Wed | Thu | Fri<br>22 Aug 25 | Average Weekday<br>15-min Traffic   | Sat | Sun | Average Week<br>15-min Traffic | Average Week Profile |
| 12:00 AM  |     |     |     |     | 4                | 4   |     |     | 4                              |                      |
| 12:15 AM  |     |     |     |     | 6                | 6   |     |     | 6                              |                      |
| 12:30 AM  |     |     |     |     | 8                | 8   |     |     | 8                              |                      |
| 12:45 AM  |     |     |     |     | 9                | 9   |     |     | 9                              |                      |
| 01:00 AM  |     |     |     |     | 5                | 5   |     |     | 5                              |                      |
| 01:15 AM  |     |     |     |     | 7                | 7   |     |     | 7                              |                      |
| 01:30 AM  |     |     |     |     | 7                | 7   |     |     | 7                              |                      |
| 01:45 AM  |     |     |     |     | 6                | 6   |     |     | 6                              |                      |
| 02:00 AM  |     |     |     |     | 4                | 4   |     |     | 4                              |                      |
| 02:15 AM  |     |     |     |     | 7                | 7   |     |     | 7                              |                      |
| 02:30 AM  |     |     |     |     | 9                | 9   |     |     | 9                              |                      |
| 02:45 AM  |     |     |     |     | 7                | 7   |     |     | 7                              |                      |
| 03:00 AM  |     |     |     |     | 5                | 5   |     |     | 5                              |                      |
| 03:15 AM  |     |     |     |     | 10               | 10  |     |     | 10                             |                      |
| 03:30 AM  |     |     |     |     | 10               | 10  |     |     | 10                             |                      |
| 03:45 AM  |     |     |     |     | 10               | 10  |     |     | 10                             |                      |
| 04:00 AM  |     |     |     |     | 7                | 7   |     |     | 7                              |                      |
| 04:15 AM  |     |     |     |     | 14               | 14  |     |     | 14                             |                      |
| 04:30 AM  |     |     |     |     | 19               | 19  |     |     | 19                             |                      |
| 04:45 AM  |     |     |     |     | 25               | 25  |     |     | 25                             |                      |
| 05:00 AM  |     |     |     |     | 21               | 21  |     |     | 21                             |                      |
| 05:15 AM  |     |     |     |     | 31               | 31  |     |     | 31                             |                      |
| 05:30 AM  |     |     |     |     | 28               | 28  |     |     | 28                             |                      |
| 05:45 AM  |     |     |     |     | 39               | 39  |     |     | 39                             |                      |
| <b>Day Total</b>  |     |     |     |     |                  |   |     |     |                                |                      |
| % Weekday Average   |     |     |     |     |                  |   |     |     |                                |                      |
| % Week Average  |     |     |     |     |                  |   |     |     |                                |                      |
| AM Peak 15-min Vol  |     |     |     |     |                  |   |     |     |                                |                      |
| PM Peak 15-min Vol  |     |     |     |     |                  |   |     |     |                                |                      |
| <i>Comments:</i>  |     |     |     |     |                  |   |     |     |                                |                      |

| LOCATION: SR-20 S of Pumps Dwy |     |     |     |     |                  | QC JOB #: 17073012                |     |     |                                |                      |
|--------------------------------|-----|-----|-----|-----|------------------|-----------------------------------|-----|-----|--------------------------------|----------------------|
| SPECIFIC LOCATION:             |     |     |     |     |                  | DIRECTION: NB                     |     |     |                                |                      |
| CITY/STATE: Lake, CA           |     |     |     |     |                  | DATE: Aug 22 2025 - Aug 22 2025   |     |     |                                |                      |
| Start Time                     | Mon | Tue | Wed | Thu | Fri<br>22 Aug 25 | Average Weekday<br>15-min Traffic | Sat | Sun | Average Week<br>15-min Traffic | Average Week Profile |
| 06:00 AM                       |     |     |     |     | 48               | 48                                |     |     | 48                             |                      |
| 06:15 AM                       |     |     |     |     | 52               | 52                                |     |     | 52                             |                      |
| 06:30 AM                       |     |     |     |     | 64               | 64                                |     |     | 64                             |                      |
| 06:45 AM                       |     |     |     |     | 71               | 71                                |     |     | 71                             |                      |
| 07:00 AM                       |     |     |     |     | 83               | 83                                |     |     | 83                             |                      |
| 07:15 AM                       |     |     |     |     | 108              | 108                               |     |     | 108                            |                      |
| 07:30 AM                       |     |     |     |     | 129              | 129                               |     |     | 129                            |                      |
| 07:45 AM                       |     |     |     |     | 131              | 131                               |     |     | 131                            |                      |
| 08:00 AM                       |     |     |     |     | 61               | 61                                |     |     | 61                             |                      |
| 08:15 AM                       |     |     |     |     | 78               | 78                                |     |     | 78                             |                      |
| 08:30 AM                       |     |     |     |     | 66               | 66                                |     |     | 66                             |                      |
| 08:45 AM                       |     |     |     |     | 53               | 53                                |     |     | 53                             |                      |
| 09:00 AM                       |     |     |     |     | 74               | 74                                |     |     | 74                             |                      |
| 09:15 AM                       |     |     |     |     | 81               | 81                                |     |     | 81                             |                      |
| 09:30 AM                       |     |     |     |     | 78               | 78                                |     |     | 78                             |                      |
| 09:45 AM                       |     |     |     |     | 68               | 68                                |     |     | 68                             |                      |
| 10:00 AM                       |     |     |     |     | 75               | 75                                |     |     | 75                             |                      |
| 10:15 AM                       |     |     |     |     | 50               | 50                                |     |     | 50                             |                      |
| 10:30 AM                       |     |     |     |     | 63               | 63                                |     |     | 63                             |                      |
| 10:45 AM                       |     |     |     |     | 93               | 93                                |     |     | 93                             |                      |
| 11:00 AM                       |     |     |     |     | 99               | 99                                |     |     | 99                             |                      |
| 11:15 AM                       |     |     |     |     | 83               | 83                                |     |     | 83                             |                      |
| 11:30 AM                       |     |     |     |     | 81               | 81                                |     |     | 81                             |                      |
| 11:45 AM                       |     |     |     |     | 84               | 84                                |     |     | 84                             |                      |
| Day Total                      |     |     |     |     |                  |                                   |     |     |                                |                      |
| % Weekday Average              |     |     |     |     |                  |                                   |     |     |                                |                      |
| % Week Average                 |     |     |     |     |                  |                                   |     |     |                                |                      |
| AM Peak 15-min Vol             |     |     |     |     |                  |                                   |     |     |                                |                      |
| PM Peak 15-min Vol             |     |     |     |     |                  |                                   |     |     |                                |                      |
| <i>Comments:</i>               |     |     |     |     |                  |                                   |     |     |                                |                      |

| LOCATION: SR-20 S of Pumps Dwy |     |     |     |     |                  | QC JOB #: 17073012                |     |     |                                |                      |
|--------------------------------|-----|-----|-----|-----|------------------|-----------------------------------|-----|-----|--------------------------------|----------------------|
| SPECIFIC LOCATION:             |     |     |     |     |                  | DIRECTION: NB                     |     |     |                                |                      |
| CITY/STATE: Lake, CA           |     |     |     |     |                  | DATE: Aug 22 2025 - Aug 22 2025   |     |     |                                |                      |
| Start Time                     | Mon | Tue | Wed | Thu | Fri<br>22 Aug 25 | Average Weekday<br>15-min Traffic | Sat | Sun | Average Week<br>15-min Traffic | Average Week Profile |
| 12:00 PM                       |     |     |     |     | 84               | 84                                |     |     | 84                             |                      |
| 12:15 PM                       |     |     |     |     | 79               | 79                                |     |     | 79                             |                      |
| 12:30 PM                       |     |     |     |     | 104              | 104                               |     |     | 104                            |                      |
| 12:45 PM                       |     |     |     |     | 102              | 102                               |     |     | 102                            |                      |
| 01:00 PM                       |     |     |     |     | 98               | 98                                |     |     | 98                             |                      |
| 01:15 PM                       |     |     |     |     | 89               | 89                                |     |     | 89                             |                      |
| 01:30 PM                       |     |     |     |     | 95               | 95                                |     |     | 95                             |                      |
| 01:45 PM                       |     |     |     |     | 88               | 88                                |     |     | 88                             |                      |
| 02:00 PM                       |     |     |     |     | 98               | 98                                |     |     | 98                             |                      |
| 02:15 PM                       |     |     |     |     | 110              | 110                               |     |     | 110                            |                      |
| 02:30 PM                       |     |     |     |     | 102              | 102                               |     |     | 102                            |                      |
| 02:45 PM                       |     |     |     |     | 123              | 123                               |     |     | 123                            |                      |
| 03:00 PM                       |     |     |     |     | 99               | 99                                |     |     | 99                             |                      |
| 03:15 PM                       |     |     |     |     | 98               | 98                                |     |     | 98                             |                      |
| 03:30 PM                       |     |     |     |     | 104              | 104                               |     |     | 104                            |                      |
| 03:45 PM                       |     |     |     |     | 96               | 96                                |     |     | 96                             |                      |
| 04:00 PM                       |     |     |     |     | 101              | 101                               |     |     | 101                            |                      |
| 04:15 PM                       |     |     |     |     | 81               | 81                                |     |     | 81                             |                      |
| 04:30 PM                       |     |     |     |     | 91               | 91                                |     |     | 91                             |                      |
| 04:45 PM                       |     |     |     |     | 83               | 83                                |     |     | 83                             |                      |
| 05:00 PM                       |     |     |     |     | 86               | 86                                |     |     | 86                             |                      |
| 05:15 PM                       |     |     |     |     | 85               | 85                                |     |     | 85                             |                      |
| 05:30 PM                       |     |     |     |     | 122              | 122                               |     |     | 122                            |                      |
| 05:45 PM                       |     |     |     |     | 95               | 95                                |     |     | 95                             |                      |
| Day Total                      |     |     |     |     |                  |                                   |     |     |                                |                      |
| % Weekday Average              |     |     |     |     |                  |                                   |     |     |                                |                      |
| % Week Average                 |     |     |     |     |                  |                                   |     |     |                                |                      |
| AM Peak 15-min Vol             |     |     |     |     |                  |                                   |     |     |                                |                      |
| PM Peak 15-min Vol             |     |     |     |     |                  |                                   |     |     |                                |                      |
| <i>Comments:</i>               |     |     |     |     |                  |                                   |     |     |                                |                      |

| LOCATION: SR-20 S of Pumps Dwy |     |     |     |     |                  | QC JOB #: 17073012                |     |     |                                |                      |
|--------------------------------|-----|-----|-----|-----|------------------|-----------------------------------|-----|-----|--------------------------------|----------------------|
| SPECIFIC LOCATION:             |     |     |     |     |                  | DIRECTION: NB                     |     |     |                                |                      |
| CITY/STATE: Lake, CA           |     |     |     |     |                  | DATE: Aug 22 2025 - Aug 22 2025   |     |     |                                |                      |
| Start Time                     | Mon | Tue | Wed | Thu | Fri<br>22 Aug 25 | Average Weekday<br>15-min Traffic | Sat | Sun | Average Week<br>15-min Traffic | Average Week Profile |
| 06:00 PM                       |     |     |     |     | 78               | 78                                |     |     | 78                             |                      |
| 06:15 PM                       |     |     |     |     | 77               | 77                                |     |     | 77                             |                      |
| 06:30 PM                       |     |     |     |     | 65               | 65                                |     |     | 65                             |                      |
| 06:45 PM                       |     |     |     |     | 59               | 59                                |     |     | 59                             |                      |
| 07:00 PM                       |     |     |     |     | 77               | 77                                |     |     | 77                             |                      |
| 07:15 PM                       |     |     |     |     | 55               | 55                                |     |     | 55                             |                      |
| 07:30 PM                       |     |     |     |     | 77               | 77                                |     |     | 77                             |                      |
| 07:45 PM                       |     |     |     |     | 50               | 50                                |     |     | 50                             |                      |
| 08:00 PM                       |     |     |     |     | 68               | 68                                |     |     | 68                             |                      |
| 08:15 PM                       |     |     |     |     | 50               | 50                                |     |     | 50                             |                      |
| 08:30 PM                       |     |     |     |     | 48               | 48                                |     |     | 48                             |                      |
| 08:45 PM                       |     |     |     |     | 51               | 51                                |     |     | 51                             |                      |
| 09:00 PM                       |     |     |     |     | 45               | 45                                |     |     | 45                             |                      |
| 09:15 PM                       |     |     |     |     | 44               | 44                                |     |     | 44                             |                      |
| 09:30 PM                       |     |     |     |     | 43               | 43                                |     |     | 43                             |                      |
| 09:45 PM                       |     |     |     |     | 40               | 40                                |     |     | 40                             |                      |
| 10:00 PM                       |     |     |     |     | 28               | 28                                |     |     | 28                             |                      |
| 10:15 PM                       |     |     |     |     | 38               | 38                                |     |     | 38                             |                      |
| 10:30 PM                       |     |     |     |     | 17               | 17                                |     |     | 17                             |                      |
| 10:45 PM                       |     |     |     |     | 25               | 25                                |     |     | 25                             |                      |
| 11:00 PM                       |     |     |     |     | 22               | 22                                |     |     | 22                             |                      |
| 11:15 PM                       |     |     |     |     | 23               | 23                                |     |     | 23                             |                      |
| 11:30 PM                       |     |     |     |     | 17               | 17                                |     |     | 17                             |                      |
| 11:45 PM                       |     |     |     |     | 20               | 20                                |     |     | 20                             |                      |
| <b>Day Total</b>               |     |     |     |     | 5601             | 5601                              |     |     | 5601                           |                      |
| % Weekday Average              |     |     |     |     | 100%             |                                   |     |     |                                |                      |
| % Week Average                 |     |     |     |     | 100%             | 100%                              |     |     |                                |                      |
| AM Peak 15-min Vol             |     |     |     |     | 7:45 AM<br>131   | 7:45 AM<br>131                    |     |     | 7:45 AM<br>131                 |                      |
| PM Peak 15-min Vol             |     |     |     |     | 2:45 PM<br>123   | 2:45 PM<br>123                    |     |     | 2:45 PM<br>123                 |                      |

Comments:

Type of report: Midblock Count - Speed Data

| LOCATION: SR-20 S of Pumps Dwy |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073012 |            |                   |
|--------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:             |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: SB      |            |                   |
| CITY/STATE: Lake, CA           |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                     | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 12:00 AM                       | 1       | 0        | 0        | 0        | 2        | 1        | 3        | 6        | 0        | 1        | 0        | 0        | 0        | 0         | 14                 | 41-50      | 9                 |
| 12:15 AM                       | 0       | 0        | 0        | 0        | 2        | 1        | 1        | 2        | 3        | 2        | 0        | 0        | 0        | 0         | 11                 | 48-57      | 5                 |
| 12:30 AM                       | 0       | 0        | 0        | 1        | 0        | 1        | 3        | 3        | 2        | 1        | 1        | 0        | 0        | 0         | 12                 | 41-50      | 6                 |
| 12:45 AM                       | 0       | 0        | 0        | 0        | 0        | 0        | 1        | 1        | 1        | 3        | 3        | 0        | 0        | 0         | 9                  | 56-65      | 6                 |
| 01:00 AM                       | 0       | 0        | 0        | 0        | 0        | 1        | 2        | 3        | 2        | 2        | 1        | 0        | 0        | 0         | 11                 | 43-52      | 5                 |
| 01:15 AM                       | 0       | 0        | 0        | 0        | 1        | 0        | 0        | 4        | 1        | 0        | 0        | 0        | 0        | 0         | 6                  | 46-55      | 5                 |
| 01:30 AM                       | 0       | 0        | 0        | 0        | 2        | 2        | 2        | 0        | 2        | 1        | 0        | 0        | 0        | 0         | 9                  | 31-40      | 4                 |
| 01:45 AM                       | 0       | 0        | 0        | 0        | 0        | 1        | 1        | 1        | 2        | 1        | 0        | 0        | 0        | 0         | 6                  | 51-60      | 3                 |
| 02:00 AM                       | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 2        | 1        | 0        | 0        | 0        | 0         | 3                  | 51-60      | 3                 |
| 02:15 AM                       | 0       | 0        | 0        | 0        | 2        | 0        | 3        | 1        | 1        | 0        | 2        | 0        | 0        | 0         | 9                  | 41-50      | 4                 |
| 02:30 AM                       | 0       | 0        | 0        | 0        | 0        | 0        | 2        | 1        | 1        | 2        | 1        | 0        | 0        | 0         | 7                  | 41-50      | 3                 |
| 02:45 AM                       | 0       | 0        | 0        | 0        | 0        | 2        | 2        | 3        | 1        | 1        | 0        | 0        | 0        | 0         | 9                  | 41-50      | 5                 |
| 03:00 AM                       | 0       | 0        | 0        | 0        | 1        | 2        | 0        | 2        | 0        | 1        | 0        | 0        | 0        | 0         | 6                  | 31-40      | 3                 |
| 03:15 AM                       | 0       | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 3        | 0        | 1        | 0        | 0         | 5                  | 51-60      | 3                 |
| 03:30 AM                       | 1       | 0        | 0        | 2        | 0        | 0        | 0        | 1        | 1        | 3        | 0        | 2        | 0        | 0         | 10                 | 51-60      | 4                 |
| 03:45 AM                       | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 2        | 0        | 0        | 0        | 0         | 3                  | 51-60      | 2                 |
| 04:00 AM                       | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 2        | 2        | 2        | 0        | 0        | 0         | 6                  | 51-60      | 4                 |
| 04:15 AM                       | 0       | 0        | 0        | 0        | 0        | 0        | 3        | 2        | 1        | 1        | 1        | 0        | 1        | 0         | 9                  | 41-50      | 5                 |
| 04:30 AM                       | 1       | 0        | 0        | 0        | 0        | 2        | 3        | 1        | 2        | 2        | 0        | 0        | 0        | 0         | 11                 | 36-45      | 5                 |
| 04:45 AM                       | 0       | 0        | 0        | 0        | 0        | 0        | 1        | 1        | 1        | 0        | 3        | 0        | 0        | 0         | 6                  | 56-65      | 3                 |
| 05:00 AM                       | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 2        | 4        | 4        | 3        | 0        | 0        | 0         | 13                 | 51-60      | 8                 |
| 05:15 AM                       | 0       | 0        | 0        | 2        | 0        | 0        | 2        | 1        | 1        | 1        | 1        | 1        | 0        | 0         | 9                  | 41-50      | 3                 |
| 05:30 AM                       | 0       | 0        | 1        | 0        | 0        | 0        | 1        | 2        | 4        | 2        | 2        | 1        | 0        | 0         | 13                 | 51-60      | 6                 |
| 05:45 AM                       | 0       | 0        | 0        | 1        | 1        | 0        | 0        | 0        | 3        | 3        | 2        | 0        | 0        | 0         | 10                 | 51-60      | 6                 |
| Day Total                      |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol          |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol          |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <i>Comments:</i>               |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: SR-20 S of Pumps Dwy |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073012 |            |                   |
|--------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:             |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: SB      |            |                   |
| CITY/STATE: Lake, CA           |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                     | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 06:00 AM                       | 0       | 0        | 1        | 3        | 2        | 1        | 1        | 2        | 10       | 6        | 3        | 0        | 0        | 0         | 29                 | 51-60      | 16                |
| 06:15 AM                       | 1       | 0        | 0        | 1        | 1        | 0        | 1        | 4        | 6        | 4        | 0        | 0        | 0        | 0         | 18                 | 48-57      | 10                |
| 06:30 AM                       | 1       | 0        | 0        | 1        | 1        | 0        | 3        | 3        | 6        | 3        | 2        | 1        | 0        | 0         | 21                 | 46-55      | 9                 |
| 06:45 AM                       | 1       | 0        | 2        | 5        | 3        | 0        | 2        | 4        | 4        | 4        | 1        | 1        | 0        | 1         | 28                 | 46-55      | 8                 |
| 07:00 AM                       | 4       | 1        | 0        | 2        | 2        | 4        | 0        | 1        | 9        | 7        | 3        | 0        | 0        | 0         | 33                 | 51-60      | 16                |
| 07:15 AM                       | 2       | 1        | 0        | 1        | 6        | 4        | 1        | 8        | 11       | 14       | 2        | 2        | 0        | 0         | 52                 | 51-60      | 25                |
| 07:30 AM                       | 4       | 2        | 1        | 3        | 6        | 1        | 3        | 4        | 11       | 7        | 5        | 1        | 0        | 0         | 48                 | 51-60      | 18                |
| 07:45 AM                       | 7       | 0        | 1        | 0        | 6        | 5        | 4        | 8        | 18       | 15       | 5        | 3        | 0        | 0         | 72                 | 51-60      | 33                |
| 08:00 AM                       | 1       | 0        | 2        | 7        | 7        | 9        | 4        | 12       | 29       | 12       | 2        | 1        | 0        | 0         | 86                 | 46-55      | 41                |
| 08:15 AM                       | 0       | 0        | 0        | 4        | 7        | 3        | 5        | 12       | 11       | 14       | 5        | 0        | 0        | 0         | 61                 | 51-60      | 25                |
| 08:30 AM                       | 2       | 0        | 0        | 2        | 4        | 3        | 2        | 7        | 17       | 11       | 0        | 2        | 0        | 0         | 50                 | 51-60      | 28                |
| 08:45 AM                       | 0       | 0        | 1        | 3        | 7        | 3        | 6        | 10       | 13       | 7        | 4        | 1        | 0        | 0         | 55                 | 46-55      | 23                |
| 09:00 AM                       | 1       | 0        | 0        | 2        | 8        | 3        | 3        | 11       | 14       | 10       | 2        | 1        | 0        | 0         | 55                 | 46-55      | 25                |
| 09:15 AM                       | 2       | 1        | 2        | 8        | 4        | 2        | 3        | 14       | 23       | 5        | 3        | 0        | 0        | 0         | 67                 | 46-55      | 37                |
| 09:30 AM                       | 4       | 0        | 0        | 5        | 10       | 1        | 8        | 13       | 11       | 11       | 3        | 0        | 0        | 0         | 66                 | 46-55      | 24                |
| 09:45 AM                       | 3       | 0        | 0        | 4        | 8        | 9        | 16       | 13       | 11       | 11       | 0        | 0        | 0        | 0         | 75                 | 41-50      | 29                |
| 10:00 AM                       | 2       | 0        | 0        | 7        | 10       | 12       | 9        | 15       | 21       | 2        | 1        | 0        | 0        | 0         | 79                 | 46-55      | 36                |
| 10:15 AM                       | 0       | 1        | 2        | 3        | 10       | 5        | 5        | 17       | 14       | 7        | 2        | 0        | 0        | 0         | 66                 | 46-55      | 31                |
| 10:30 AM                       | 2       | 0        | 0        | 2        | 10       | 5        | 12       | 16       | 15       | 10       | 4        | 0        | 0        | 0         | 76                 | 46-55      | 31                |
| 10:45 AM                       | 6       | 0        | 1        | 4        | 9        | 4        | 15       | 10       | 19       | 3        | 0        | 0        | 0        | 0         | 71                 | 46-55      | 29                |
| 11:00 AM                       | 5       | 0        | 0        | 7        | 12       | 13       | 14       | 20       | 8        | 16       | 2        | 0        | 0        | 0         | 97                 | 41-50      | 34                |
| 11:15 AM                       | 5       | 0        | 1        | 9        | 9        | 5        | 12       | 23       | 22       | 6        | 3        | 0        | 0        | 0         | 95                 | 46-55      | 45                |
| 11:30 AM                       | 6       | 0        | 0        | 5        | 10       | 3        | 12       | 25       | 28       | 7        | 2        | 0        | 0        | 0         | 98                 | 46-55      | 53                |
| 11:45 AM                       | 2       | 0        | 1        | 3        | 16       | 14       | 13       | 17       | 20       | 12       | 2        | 0        | 0        | 0         | 100                | 46-55      | 37                |
| Day Total                      |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol          |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol          |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <i>Comments:</i>               |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: SR-20 S of Pumps Dwy |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073012 |            |                   |
|--------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:             |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: SB      |            |                   |
| CITY/STATE: Lake, CA           |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                     | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 12:00 PM                       | 8       | 0        | 0        | 8        | 7        | 9        | 19       | 35       | 15       | 9        | 1        | 0        | 0        | 0         | 111                | 41-50      | 54                |
| 12:15 PM                       | 10      | 0        | 1        | 1        | 11       | 9        | 7        | 29       | 19       | 9        | 2        | 1        | 0        | 0         | 99                 | 46-55      | 48                |
| 12:30 PM                       | 1       | 0        | 1        | 5        | 11       | 8        | 18       | 21       | 21       | 13       | 0        | 0        | 0        | 0         | 99                 | 46-55      | 42                |
| 12:45 PM                       | 8       | 9        | 3        | 4        | 9        | 10       | 25       | 18       | 27       | 12       | 1        | 0        | 0        | 0         | 126                | 46-55      | 45                |
| 01:00 PM                       | 4       | 2        | 3        | 9        | 13       | 13       | 17       | 9        | 19       | 10       | 1        | 0        | 0        | 0         | 100                | 36-45      | 30                |
| 01:15 PM                       | 6       | 0        | 0        | 9        | 12       | 13       | 12       | 17       | 24       | 10       | 0        | 0        | 0        | 0         | 103                | 46-55      | 41                |
| 01:30 PM                       | 7       | 0        | 1        | 5        | 18       | 16       | 10       | 15       | 8        | 12       | 2        | 0        | 0        | 0         | 94                 | 31-40      | 34                |
| 01:45 PM                       | 3       | 0        | 5        | 5        | 10       | 4        | 5        | 24       | 17       | 11       | 6        | 0        | 0        | 0         | 90                 | 46-55      | 41                |
| 02:00 PM                       | 3       | 0        | 0        | 1        | 11       | 10       | 27       | 32       | 28       | 10       | 0        | 0        | 0        | 0         | 122                | 46-55      | 60                |
| 02:15 PM                       | 3       | 3        | 0        | 6        | 12       | 6        | 11       | 29       | 23       | 7        | 2        | 0        | 0        | 0         | 102                | 46-55      | 52                |
| 02:30 PM                       | 3       | 1        | 3        | 5        | 7        | 6        | 20       | 31       | 22       | 9        | 2        | 0        | 0        | 0         | 109                | 46-55      | 53                |
| 02:45 PM                       | 3       | 0        | 0        | 4        | 10       | 6        | 10       | 12       | 12       | 15       | 6        | 0        | 0        | 0         | 78                 | 51-60      | 27                |
| 03:00 PM                       | 10      | 1        | 0        | 4        | 11       | 10       | 13       | 20       | 23       | 9        | 3        | 0        | 0        | 0         | 104                | 46-55      | 43                |
| 03:15 PM                       | 2       | 0        | 0        | 6        | 6        | 12       | 25       | 38       | 27       | 7        | 4        | 0        | 0        | 0         | 127                | 46-55      | 65                |
| 03:30 PM                       | 5       | 0        | 1        | 2        | 9        | 6        | 11       | 34       | 20       | 13       | 2        | 0        | 0        | 0         | 103                | 46-55      | 54                |
| 03:45 PM                       | 6       | 0        | 0        | 5        | 7        | 11       | 10       | 25       | 23       | 12       | 4        | 0        | 0        | 1         | 104                | 46-55      | 48                |
| 04:00 PM                       | 9       | 0        | 0        | 8        | 10       | 2        | 21       | 49       | 33       | 7        | 2        | 0        | 0        | 0         | 141                | 46-55      | 82                |
| 04:15 PM                       | 5       | 1        | 2        | 1        | 10       | 9        | 23       | 27       | 40       | 7        | 1        | 0        | 0        | 0         | 126                | 46-55      | 67                |
| 04:30 PM                       | 8       | 0        | 1        | 6        | 12       | 8        | 5        | 15       | 12       | 15       | 2        | 0        | 0        | 0         | 84                 | 49-58      | 27                |
| 04:45 PM                       | 4       | 0        | 0        | 3        | 8        | 7        | 9        | 22       | 29       | 4        | 3        | 0        | 0        | 0         | 89                 | 46-55      | 51                |
| 05:00 PM                       | 2       | 0        | 3        | 5        | 9        | 18       | 22       | 21       | 27       | 14       | 3        | 0        | 0        | 0         | 124                | 46-55      | 48                |
| 05:15 PM                       | 2       | 0        | 1        | 4        | 12       | 7        | 14       | 27       | 25       | 3        | 2        | 0        | 0        | 0         | 97                 | 46-55      | 52                |
| 05:30 PM                       | 5       | 0        | 1        | 4        | 13       | 4        | 19       | 15       | 29       | 10       | 1        | 0        | 0        | 0         | 101                | 46-55      | 44                |
| 05:45 PM                       | 3       | 0        | 0        | 4        | 8        | 8        | 11       | 11       | 25       | 6        | 1        | 0        | 0        | 0         | 77                 | 46-55      | 36                |
| Day Total                      |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol          |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol          |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Comments:                      |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: SR-20 S of Pumps Dwy |                |               |              |               |                |                |               |                |               |                |              |               |              |              | QC JOB #: 17073012 |            |                   |
|--------------------------------|----------------|---------------|--------------|---------------|----------------|----------------|---------------|----------------|---------------|----------------|--------------|---------------|--------------|--------------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:             |                |               |              |               |                |                |               |                |               |                |              |               |              |              | DIRECTION: SB      |            |                   |
| CITY/STATE: Lake, CA           |                |               |              |               |                |                |               |                |               |                |              |               |              |              | DATE: Aug 22 2025  |            |                   |
| Start Time                     | 1<br>15        | 16<br>20      | 21<br>25     | 26<br>30      | 31<br>35       | 36<br>40       | 41<br>45      | 46<br>50       | 51<br>55      | 56<br>60       | 61<br>65     | 66<br>70      | 71<br>75     | 76<br>999    | Total              | Pace Speed | Number<br>in Pace |
| 06:00 PM                       | 1              | 1             | 2            | 4             | 9              | 2              | 9             | 22             | 22            | 11             | 0            | 1             | 0            | 0            | 84                 | 46-55      | 44                |
| 06:15 PM                       | 3              | 0             | 2            | 6             | 6              | 7              | 5             | 17             | 20            | 11             | 1            | 0             | 0            | 0            | 78                 | 46-55      | 37                |
| 06:30 PM                       | 5              | 0             | 2            | 3             | 9              | 4              | 12            | 12             | 29            | 8              | 1            | 0             | 0            | 0            | 85                 | 46-55      | 41                |
| 06:45 PM                       | 1              | 2             | 2            | 3             | 7              | 2              | 8             | 13             | 12            | 12             | 4            | 0             | 0            | 0            | 66                 | 46-55      | 25                |
| 07:00 PM                       | 2              | 0             | 0            | 3             | 5              | 5              | 11            | 19             | 29            | 12             | 2            | 0             | 0            | 0            | 88                 | 46-55      | 48                |
| 07:15 PM                       | 0              | 0             | 0            | 7             | 13             | 2              | 9             | 24             | 14            | 6              | 3            | 0             | 0            | 0            | 78                 | 46-55      | 38                |
| 07:30 PM                       | 2              | 1             | 2            | 5             | 9              | 4              | 10            | 14             | 8             | 5              | 0            | 0             | 0            | 0            | 60                 | 41-50      | 24                |
| 07:45 PM                       | 0              | 0             | 1            | 3             | 6              | 5              | 8             | 14             | 29            | 9              | 1            | 0             | 0            | 0            | 76                 | 46-55      | 43                |
| 08:00 PM                       | 0              | 3             | 2            | 2             | 7              | 3              | 15            | 19             | 16            | 8              | 1            | 0             | 0            | 0            | 76                 | 46-55      | 35                |
| 08:15 PM                       | 1              | 0             | 4            | 5             | 6              | 3              | 7             | 19             | 16            | 2              | 0            | 0             | 0            | 0            | 63                 | 46-55      | 35                |
| 08:30 PM                       | 1              | 0             | 0            | 4             | 6              | 4              | 16            | 25             | 6             | 3              | 3            | 0             | 0            | 0            | 68                 | 41-50      | 41                |
| 08:45 PM                       | 5              | 0             | 0            | 7             | 9              | 9              | 5             | 16             | 8             | 4              | 1            | 0             | 0            | 0            | 64                 | 46-55      | 24                |
| 09:00 PM                       | 1              | 0             | 1            | 5             | 0              | 5              | 13            | 14             | 9             | 4              | 0            | 0             | 0            | 0            | 52                 | 41-50      | 27                |
| 09:15 PM                       | 0              | 0             | 2            | 2             | 5              | 12             | 6             | 6              | 10            | 5              | 1            | 1             | 0            | 0            | 50                 | 36-45      | 18                |
| 09:30 PM                       | 0              | 0             | 1            | 3             | 2              | 5              | 17            | 12             | 8             | 4              | 0            | 0             | 0            | 0            | 52                 | 41-50      | 29                |
| 09:45 PM                       | 1              | 0             | 0            | 2             | 5              | 4              | 4             | 13             | 6             | 2              | 1            | 0             | 1            | 0            | 39                 | 46-55      | 19                |
| 10:00 PM                       | 1              | 0             | 0            | 5             | 4              | 1              | 1             | 4              | 15            | 4              | 3            | 1             | 0            | 0            | 39                 | 49-58      | 19                |
| 10:15 PM                       | 0              | 0             | 0            | 1             | 5              | 2              | 3             | 11             | 9             | 7              | 3            | 0             | 0            | 0            | 41                 | 46-55      | 20                |
| 10:30 PM                       | 0              | 0             | 2            | 1             | 4              | 4              | 7             | 8              | 9             | 2              | 5            | 0             | 1            | 0            | 43                 | 46-55      | 17                |
| 10:45 PM                       | 0              | 0             | 0            | 2             | 2              | 2              | 3             | 5              | 8             | 1              | 2            | 0             | 0            | 0            | 25                 | 46-55      | 13                |
| 11:00 PM                       | 0              | 0             | 0            | 0             | 0              | 1              | 0             | 9              | 7             | 3              | 0            | 0             | 0            | 0            | 20                 | 46-55      | 16                |
| 11:15 PM                       | 0              | 0             | 0            | 1             | 0              | 1              | 3             | 10             | 3             | 2              | 1            | 0             | 0            | 0            | 21                 | 41-50      | 13                |
| 11:30 PM                       | 1              | 0             | 0            | 1             | 4              | 2              | 2             | 9              | 7             | 1              | 0            | 0             | 0            | 0            | 27                 | 46-55      | 16                |
| 11:45 PM                       | 0              | 0             | 1            | 0             | 2              | 1              | 5             | 6              | 6             | 3              | 0            | 1             | 1            | 0            | 26                 | 46-55      | 12                |
| <b>Day Total</b>               | 209            | 30            | 66           | 286           | 550            | 425            | 727           | 1204           | 1242          | 606            | 162          | 23            | 4            | 2            | 5536               | 46-55      | 2446              |
| <b>Percent</b>                 | 3.8%           | 0.5%          | 1.2%         | 5.2%          | 9.9%           | 7.7%           | 13.1%         | 21.7%          | 22.4%         | 10.9%          | 2.9%         | 0.4%          | 0.1%         | 0%           |                    |            |                   |
|                                |                |               |              |               |                |                |               |                |               |                |              |               |              |              |                    |            |                   |
| <b>AM Peak<br/>15-min Vol</b>  | 7:45 AM<br>7   | 7:30 AM<br>2  | 6:45 AM<br>2 | 11:15 AM<br>9 | 11:45 AM<br>16 | 11:45 AM<br>14 | 9:45 AM<br>16 | 11:30 AM<br>25 | 8:00 AM<br>29 | 11:00 AM<br>16 | 7:30 AM<br>5 | 7:45 AM<br>3  | 4:15 AM<br>1 | 6:45 AM<br>1 | 11:45 AM<br>100    |            |                   |
| <b>PM Peak<br/>15-min Vol</b>  | 12:15 PM<br>10 | 12:45 PM<br>9 | 1:45 PM<br>5 | 1:00 PM<br>9  | 1:30 PM<br>18  | 5:00 PM<br>18  | 2:00 PM<br>27 | 4:00 PM<br>49  | 4:15 PM<br>40 | 2:45 PM<br>15  | 1:45 PM<br>6 | 12:15 PM<br>1 | 9:45 PM<br>1 | 3:45 PM<br>1 | 4:00 PM<br>141     |            |                   |
| <i>Comments:</i>               |                |               |              |               |                |                |               |                |               |                |              |               |              |              |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

**SUMMARY - Midblock Count - Speed Data**

| <b>LOCATION:</b> SR-20 S of Pumps Dwy |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>QC JOB #:</b> 17073012 |  |            |                   |
|---------------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|---------------------------|--|------------|-------------------|
| <b>SPECIFIC LOCATION:</b>             |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DIRECTION:</b> SB      |  |            |                   |
| <b>CITY/STATE:</b> Lake, CA           |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DATE:</b> Aug 22 2025  |  |            |                   |
| Speed Range                           | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999                 | Total  | Pace Speed | Number in<br>Pace |
| <b>Grand Total</b>                    | 209     | 30       | 66       | 286      | 550      | 425      | 727      | 1204     | 1242     | 606      | 162      | 23       | 4        | 2                         | 5536   | 46-55      | 2446              |
| <b>Percent</b>                        | 3.8%    | 0.5%     | 1.2%     | 5.2%     | 9.9%     | 7.7%     | 13.1%    | 21.7%    | 22.4%    | 10.9%    | 2.9%     | 0.4%     | 0.1%     | 0%                        |  |            |                   |
| <b>Cumulative Percent</b>             | 3.8%    | 4.3%     | 5.5%     | 10.7%    | 20.6%    | 28.3%    | 41.4%    | 63.2%    | 85.6%    | 96.5%    | 99.5%    | 99.9%    | 100%     | 100%                      |  |            |                   |
| <b>ADT<br/>5536</b>                   |         |          |          |          |          |          |          |          |          |          |          |          |          |                           | <b>85th Percentile:</b> 54 MPH<br><b>Mean Speed(Average):</b> 46 MPH<br><b>Median:</b> 46 MPH<br><b>Mode:</b> 53 MPH |            |                   |
| <i>Comments:</i>                      |         |          |          |          |          |          |          |          |          |          |          |          |          |                           |  |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Speed Data

| LOCATION: Pomo Way E of SR-20 |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073013 |            |                   |
|-------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:            |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: EB      |            |                   |
| CITY/STATE: Lake, CA          |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                    | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 12:00 AM                      | 9       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 1-10       | 6                 |
| 12:15 AM                      | 4       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 1-10       | 3                 |
| 12:30 AM                      | 5       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 1-10       | 3                 |
| 12:45 AM                      | 2       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 1-10       | 1                 |
| 01:00 AM                      | 4       | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 1-10       | 3                 |
| 01:15 AM                      | 4       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 1-10       | 3                 |
| 01:30 AM                      | 9       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 1-10       | 6                 |
| 01:45 AM                      | 1       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 1-10       | 1                 |
| 02:00 AM                      | 2       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 1-10       | 1                 |
| 02:15 AM                      | 3       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 1-10       | 2                 |
| 02:30 AM                      | 5       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 1-10       | 3                 |
| 02:45 AM                      | 6       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 1-10       | 4                 |
| 03:00 AM                      | 8       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 1-10       | 5                 |
| 03:15 AM                      | 1       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 1-10       | 1                 |
| 03:30 AM                      | 3       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 1-10       | 2                 |
| 03:45 AM                      | 2       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 1-10       | 1                 |
| 04:00 AM                      | 2       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 1-10       | 1                 |
| 04:15 AM                      | 6       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 1-10       | 4                 |
| 04:30 AM                      | 3       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 1-10       | 2                 |
| 04:45 AM                      | 3       | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 1-10       | 2                 |
| 05:00 AM                      | 2       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 11-20      | 2                 |
| 05:15 AM                      | 4       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 1-10       | 3                 |
| 05:30 AM                      | 1       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 11-20      | 1                 |
| 05:45 AM                      | 2       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 1-10       | 1                 |
| Day Total                     |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                       |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
|                               |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak                       |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| 15-min Vol                    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak                       |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| 15-min Vol                    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <i>Comments:</i>              |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: Pomo Way E of SR-20 |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073013 |            |                   |
|-------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:            |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: EB      |            |                   |
| CITY/STATE: Lake, CA          |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                    | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 06:00 AM                      | 2       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 11-20      | 3                 |
| 06:15 AM                      | 2       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 1-10       | 1                 |
| 06:30 AM                      | 4       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 1-10       | 3                 |
| 06:45 AM                      | 6       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 1-10       | 4                 |
| 07:00 AM                      | 9       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 11                 | 1-10       | 6                 |
| 07:15 AM                      | 8       | 3        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 13                 | 11-20      | 6                 |
| 07:30 AM                      | 8       | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 12                 | 11-20      | 7                 |
| 07:45 AM                      | 7       | 0        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 10                 | 1-10       | 5                 |
| 08:00 AM                      | 10      | 3        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 15                 | 1-10       | 7                 |
| 08:15 AM                      | 7       | 5        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 13                 | 11-20      | 7                 |
| 08:30 AM                      | 9       | 4        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 14                 | 11-20      | 7                 |
| 08:45 AM                      | 14      | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 17                 | 1-10       | 9                 |
| 09:00 AM                      | 8       | 3        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 14                 | 16-25      | 6                 |
| 09:15 AM                      | 6       | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 10                 | 11-20      | 6                 |
| 09:30 AM                      | 10      | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 11                 | 1-10       | 7                 |
| 09:45 AM                      | 19      | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 20                 | 1-10       | 13                |
| 10:00 AM                      | 14      | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 17                 | 1-10       | 9                 |
| 10:15 AM                      | 13      | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 14                 | 1-10       | 9                 |
| 10:30 AM                      | 17      | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 20                 | 1-10       | 11                |
| 10:45 AM                      | 13      | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 15                 | 1-10       | 9                 |
| 11:00 AM                      | 24      | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 27                 | 1-10       | 16                |
| 11:15 AM                      | 15      | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 18                 | 1-10       | 10                |
| 11:30 AM                      | 19      | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 22                 | 1-10       | 13                |
| 11:45 AM                      | 11      | 6        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 17                 | 11-20      | 10                |
| <b>Day Total</b>              |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <b>Percent</b>                |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <b>AM Peak</b>                |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <b>15-min Vol</b>             |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <b>PM Peak</b>                |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <b>15-min Vol</b>             |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <i>Comments:</i>              |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: Pomo Way E of SR-20 |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073013 |            |                   |
|-------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:            |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: EB      |            |                   |
| CITY/STATE: Lake, CA          |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                    | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 12:00 PM                      | 10      | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 15                 | 11-20      | 8                 |
| 12:15 PM                      | 19      | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 22                 | 1-10       | 13                |
| 12:30 PM                      | 15      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 15                 | 1-10       | 10                |
| 12:45 PM                      | 17      | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 21                 | 1-10       | 11                |
| 01:00 PM                      | 17      | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 19                 | 1-10       | 11                |
| 01:15 PM                      | 16      | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 17                 | 1-10       | 11                |
| 01:30 PM                      | 13      | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 16                 | 1-10       | 9                 |
| 01:45 PM                      | 8       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 11                 | 11-20      | 6                 |
| 02:00 PM                      | 24      | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 27                 | 1-10       | 16                |
| 02:15 PM                      | 20      | 8        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 28                 | 11-20      | 15                |
| 02:30 PM                      | 20      | 4        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 25                 | 1-10       | 13                |
| 02:45 PM                      | 15      | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 18                 | 1-10       | 10                |
| 03:00 PM                      | 16      | 6        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 22                 | 11-20      | 11                |
| 03:15 PM                      | 25      | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 28                 | 1-10       | 17                |
| 03:30 PM                      | 19      | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 21                 | 1-10       | 13                |
| 03:45 PM                      | 36      | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 38                 | 1-10       | 24                |
| 04:00 PM                      | 21      | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 24                 | 1-10       | 14                |
| 04:15 PM                      | 24      | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 26                 | 1-10       | 16                |
| 04:30 PM                      | 10      | 6        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 17                 | 11-20      | 9                 |
| 04:45 PM                      | 21      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 21                 | 1-10       | 14                |
| 05:00 PM                      | 20      | 4        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 26                 | 1-10       | 13                |
| 05:15 PM                      | 14      | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 17                 | 1-10       | 9                 |
| 05:30 PM                      | 13      | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 16                 | 1-10       | 9                 |
| 05:45 PM                      | 11      | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 15                 | 11-20      | 8                 |
| Day Total<br>Percent          |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
|                               |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol         |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol         |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <i>Comments:</i>              |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: Pomo Way E of SR-20 |          |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073013 |            |                   |
|-------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:            |          |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: EB      |            |                   |
| CITY/STATE: Lake, CA          |          |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                    | 1<br>15  | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 06:00 PM                      | 7        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 1-10       | 5                 |
| 06:15 PM                      | 8        | 3        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 13                 | 11-20      | 6                 |
| 06:30 PM                      | 20       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 20                 | 1-10       | 13                |
| 06:45 PM                      | 17       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 17                 | 1-10       | 11                |
| 07:00 PM                      | 27       | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 29                 | 1-10       | 18                |
| 07:15 PM                      | 24       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 26                 | 1-10       | 16                |
| 07:30 PM                      | 21       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 22                 | 1-10       | 14                |
| 07:45 PM                      | 24       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 26                 | 1-10       | 16                |
| 08:00 PM                      | 16       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 17                 | 1-10       | 11                |
| 08:15 PM                      | 27       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 28                 | 1-10       | 18                |
| 08:30 PM                      | 5        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 1-10       | 3                 |
| 08:45 PM                      | 25       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 27                 | 1-10       | 17                |
| 09:00 PM                      | 29       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 29                 | 1-10       | 19                |
| 09:15 PM                      | 20       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 22                 | 1-10       | 13                |
| 09:30 PM                      | 26       | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 27                 | 1-10       | 17                |
| 09:45 PM                      | 14       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 15                 | 1-10       | 9                 |
| 10:00 PM                      | 8        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 10                 | 1-10       | 5                 |
| 10:15 PM                      | 10       | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 12                 | 1-10       | 7                 |
| 10:30 PM                      | 19       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 21                 | 1-10       | 13                |
| 10:45 PM                      | 10       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 11                 | 1-10       | 7                 |
| 11:00 PM                      | 14       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 15                 | 1-10       | 9                 |
| 11:15 PM                      | 12       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 15                 | 1-10       | 8                 |
| 11:30 PM                      | 9        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 1-10       | 6                 |
| 11:45 PM                      | 21       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 23                 | 1-10       | 14                |
| <b>Day Total</b>              | 1183     | 166      | 29       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1379               | 1-10       | 789               |
| <b>Percent</b>                | 85.8%    | 12%      | 2.1%     | 0.1%     | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%        |                    |            |                   |
|                               |          |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <b>AM Peak</b>                | 11:00 AM | 11:45 AM | 7:45 AM  | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM  | 11:00 AM           |            |                   |
| <b>15-min Vol</b>             | 24       | 6        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 27                 |            |                   |
| <b>PM Peak</b>                | 3:45 PM  | 2:15 PM  | 5:00 PM  | 2:30 PM  | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM  | 3:45 PM            |            |                   |
| <b>15-min Vol</b>             | 36       | 8        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 38                 |            |                   |
| <i>Comments:</i>              |          |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

**SUMMARY - Midblock Count - Speed Data**

| <b>LOCATION:</b> Pomo Way E of SR-20 |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>QC JOB #:</b> 17073013 |   |            |                   |
|--------------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|---------------------------|---|------------|-------------------|
| <b>SPECIFIC LOCATION:</b>            |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DIRECTION:</b> EB      |   |            |                   |
| <b>CITY/STATE:</b> Lake, CA          |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DATE:</b> Aug 22 2025  |   |            |                   |
| Speed Range                          | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999                 | Total   | Pace Speed | Number in<br>Pace |
| <b>Grand Total</b>                   | 1183    | 166      | 29       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                         | 1379  | 1-10       | 789               |
| <b>Percent</b>                       | 85.8%   | 12%      | 2.1%     | 0.1%     | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%                        |   |            |                   |
| <b>Cumulative Percent</b>            | 85.8%   | 97.8%    | 99.9%    | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%                      |   |            |                   |
| <b>ADT</b><br>1379                   |         |          |          |          |          |          |          |          |          |          |          |          |          |                           | <b>85th Percentile:</b> 14 MPH<br><b>Mean Speed(Average):</b> 8 MPH<br><b>Median:</b> 8 MPH<br><b>Mode:</b> 8 MPH |            |                   |
| <i>Comments:</i>                     |         |          |          |          |          |          |          |          |          |          |          |          |          |                           |   |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)



Type of report: Midblock Count - Speed Data

| LOCATION: Pomo Way E of SR-20 |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073013 |            |                   |
|-------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:            |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: WB      |            |                   |
| CITY/STATE: Lake, CA          |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                    | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 12:00 AM                      | 1       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 11-20      | 1                 |
| 12:15 AM                      | 3       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 1-10       | 2                 |
| 12:30 AM                      | 2       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 1-10       | 1                 |
| 12:45 AM                      | 4       | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 1-10       | 3                 |
| 01:00 AM                      | 3       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 1-10       | 2                 |
| 01:15 AM                      | 4       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 1-10       | 3                 |
| 01:30 AM                      | 5       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 1-10       | 3                 |
| 01:45 AM                      | 5       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 1-10       | 3                 |
| 02:00 AM                      | 3       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 1-10       | 2                 |
| 02:15 AM                      | 2       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 1-10       | 1                 |
| 02:30 AM                      | 1       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 1-10       | 1                 |
| 02:45 AM                      | 2       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 1-10       | 1                 |
| 03:00 AM                      | 3       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 1-10       | 2                 |
| 03:15 AM                      | 1       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 1-10       | 1                 |
| 03:30 AM                      | 4       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 1-10       | 3                 |
| 03:45 AM                      | 2       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 1-10       | 1                 |
| 04:00 AM                      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:15 AM                      | 1       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 11-20      | 1                 |
| 04:30 AM                      | 2       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 1-10       | 1                 |
| 04:45 AM                      | 5       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 1-10       | 3                 |
| 05:00 AM                      | 1       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 1-10       | 1                 |
| 05:15 AM                      | 3       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 1-10       | 2                 |
| 05:30 AM                      | 2       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 11-20      | 2                 |
| 05:45 AM                      | 8       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 1-10       | 5                 |
| Day Total                     |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                       |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
|                               |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
|                               |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak                       |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| 15-min Vol                    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak                       |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| 15-min Vol                    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Comments:                     |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: Pomo Way E of SR-20 |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073013 |            |                   |
|-------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:            |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: WB      |            |                   |
| CITY/STATE: Lake, CA          |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                    | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 06:00 AM                      | 3       | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 1-10       | 2                 |
| 06:15 AM                      | 5       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 1-10       | 3                 |
| 06:30 AM                      | 6       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 1-10       | 4                 |
| 06:45 AM                      | 11      | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 14                 | 1-10       | 7                 |
| 07:00 AM                      | 11      | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 13                 | 1-10       | 7                 |
| 07:15 AM                      | 13      | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 17                 | 1-10       | 9                 |
| 07:30 AM                      | 27      | 6        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 34                 | 1-10       | 18                |
| 07:45 AM                      | 18      | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 20                 | 1-10       | 12                |
| 08:00 AM                      | 13      | 6        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 20                 | 11-20      | 10                |
| 08:15 AM                      | 18      | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 22                 | 1-10       | 12                |
| 08:30 AM                      | 9       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 10                 | 1-10       | 6                 |
| 08:45 AM                      | 10      | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 14                 | 11-20      | 7                 |
| 09:00 AM                      | 14      | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 19                 | 11-20      | 10                |
| 09:15 AM                      | 11      | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 14                 | 1-10       | 7                 |
| 09:30 AM                      | 11      | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 12                 | 1-10       | 7                 |
| 09:45 AM                      | 25      | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 26                 | 1-10       | 17                |
| 10:00 AM                      | 9       | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 13                 | 11-20      | 7                 |
| 10:15 AM                      | 12      | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 13                 | 1-10       | 8                 |
| 10:30 AM                      | 15      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 15                 | 1-10       | 10                |
| 10:45 AM                      | 24      | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 29                 | 1-10       | 16                |
| 11:00 AM                      | 20      | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 23                 | 1-10       | 13                |
| 11:15 AM                      | 8       | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 13                 | 11-20      | 8                 |
| 11:30 AM                      | 15      | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 20                 | 1-10       | 10                |
| 11:45 AM                      | 11      | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 12                 | 1-10       | 7                 |
| Day Total<br>Percent          |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
|                               |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol         |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol         |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <i>Comments:</i>              |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: Pomo Way E of SR-20 |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073013 |            |                   |
|-------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:            |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: WB      |            |                   |
| CITY/STATE: Lake, CA          |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                    | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 12:00 PM                      | 12      | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 14                 | 1-10       | 8                 |
| 12:15 PM                      | 19      | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 21                 | 1-10       | 13                |
| 12:30 PM                      | 20      | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 24                 | 1-10       | 13                |
| 12:45 PM                      | 17      | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 19                 | 1-10       | 11                |
| 01:00 PM                      | 12      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 12                 | 1-10       | 8                 |
| 01:15 PM                      | 23      | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 24                 | 1-10       | 15                |
| 01:30 PM                      | 18      | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 20                 | 1-10       | 12                |
| 01:45 PM                      | 13      | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 16                 | 1-10       | 9                 |
| 02:00 PM                      | 13      | 5        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 19                 | 11-20      | 9                 |
| 02:15 PM                      | 16      | 8        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 25                 | 11-20      | 13                |
| 02:30 PM                      | 13      | 6        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 21                 | 11-20      | 10                |
| 02:45 PM                      | 28      | 7        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 35                 | 1-10       | 19                |
| 03:00 PM                      | 22      | 6        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 28                 | 1-10       | 15                |
| 03:15 PM                      | 21      | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 25                 | 1-10       | 14                |
| 03:30 PM                      | 24      | 6        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 30                 | 1-10       | 16                |
| 03:45 PM                      | 18      | 7        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 25                 | 11-20      | 13                |
| 04:00 PM                      | 12      | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 17                 | 11-20      | 9                 |
| 04:15 PM                      | 16      | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 17                 | 1-10       | 11                |
| 04:30 PM                      | 12      | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 16                 | 1-10       | 8                 |
| 04:45 PM                      | 20      | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 23                 | 1-10       | 13                |
| 05:00 PM                      | 12      | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 13                 | 1-10       | 8                 |
| 05:15 PM                      | 22      | 6        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 29                 | 1-10       | 15                |
| 05:30 PM                      | 30      | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 34                 | 1-10       | 20                |
| 05:45 PM                      | 36      | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 39                 | 1-10       | 24                |
| Day Total<br>Percent          |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
|                               |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol         |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol         |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <i>Comments:</i>              |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: Pomo Way E of SR-20 |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073013 |            |                   |
|-------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:            |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: WB      |            |                   |
| CITY/STATE: Lake, CA          |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                    | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 06:00 PM                      | 16      | 5        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 23                 | 1-10       | 11                |
| 06:15 PM                      | 22      | 6        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 28                 | 1-10       | 15                |
| 06:30 PM                      | 21      | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 22                 | 1-10       | 14                |
| 06:45 PM                      | 21      | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 25                 | 1-10       | 14                |
| 07:00 PM                      | 23      | 4        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 28                 | 1-10       | 15                |
| 07:15 PM                      | 14      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 14                 | 1-10       | 9                 |
| 07:30 PM                      | 22      | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 25                 | 1-10       | 15                |
| 07:45 PM                      | 18      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 18                 | 1-10       | 12                |
| 08:00 PM                      | 18      | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 20                 | 1-10       | 12                |
| 08:15 PM                      | 17      | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 19                 | 1-10       | 11                |
| 08:30 PM                      | 7       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 1-10       | 5                 |
| 08:45 PM                      | 17      | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 19                 | 1-10       | 11                |
| 09:00 PM                      | 27      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 27                 | 1-10       | 18                |
| 09:15 PM                      | 18      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 18                 | 1-10       | 12                |
| 09:30 PM                      | 21      | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 23                 | 1-10       | 14                |
| 09:45 PM                      | 18      | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 22                 | 1-10       | 12                |
| 10:00 PM                      | 15      | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 16                 | 1-10       | 10                |
| 10:15 PM                      | 17      | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 20                 | 1-10       | 11                |
| 10:30 PM                      | 7       | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 1-10       | 5                 |
| 10:45 PM                      | 9       | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 10                 | 1-10       | 6                 |
| 11:00 PM                      | 13      | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 17                 | 1-10       | 9                 |
| 11:15 PM                      | 8       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 1-10       | 5                 |
| 11:30 PM                      | 21      | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 22                 | 1-10       | 14                |
| 11:45 PM                      | 6       | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 1-10       | 4                 |
| <b>Day Total</b>              | 1231    | 210      | 20       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1461               | 1-10       | 821               |
| <b>Percent</b>                | 84.3%   | 14.4%    | 1.4%     | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%        |                    |            |                   |
|                               |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <b>AM Peak</b>                | 7:30 AM | 7:30 AM  | 12:45 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM  | 7:30 AM            |            |                   |
| <b>15-min Vol</b>             | 27      | 6        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 34                 |            |                   |
| <b>PM Peak</b>                | 5:45 PM | 2:15 PM  | 2:30 PM  | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM  | 5:45 PM            |            |                   |
| <b>15-min Vol</b>             | 36      | 8        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 39                 |            |                   |
| <i>Comments:</i>              |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

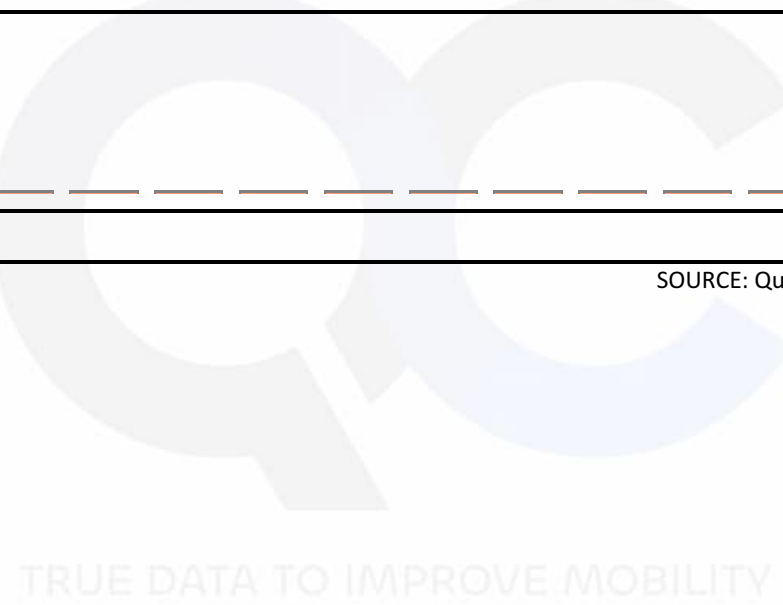
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

**SUMMARY - Midblock Count - Speed Data**

| <b>LOCATION:</b> Pomo Way E of SR-20 |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>QC JOB #:</b> 17073013 |   |            |                   |
|--------------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|---------------------------|---|------------|-------------------|
| <b>SPECIFIC LOCATION:</b>            |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DIRECTION:</b> WB      |   |            |                   |
| <b>CITY/STATE:</b> Lake, CA          |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DATE:</b> Aug 22 2025  |   |            |                   |
| Speed Range                          | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999                 | Total   | Pace Speed | Number in<br>Pace |
| <b>Grand Total</b>                   | 1231    | 210      | 20       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                         | 1461  | 1-10       | 821               |
| <b>Percent</b>                       | 84.3%   | 14.4%    | 1.4%     | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%                        |   |            |                   |
| <b>Cumulative Percent</b>            | 84.3%   | 98.6%    | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%                      |   |            |                   |
| <b>ADT</b><br>1461                   |         |          |          |          |          |          |          |          |          |          |          |          |          |                           | <b>85th Percentile:</b> 15 MPH<br><b>Mean Speed(Average):</b> 8 MPH<br><b>Median:</b> 8 MPH<br><b>Mode:</b> 8 MPH |            |                   |
| <i>Comments:</i>                     |         |          |          |          |          |          |          |          |          |          |          |          |          |                           |   |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)



Type of report: Midblock Count - Speed Data

| LOCATION: Pomo Way between Casino Dwys |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073014 |            |                   |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:                     |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: EB      |            |                   |
| CITY/STATE: Lake, CA                   |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                             | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 12:00 AM                               | 1       | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 16-25      | 1                 |
| 12:15 AM                               | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 12:30 AM                               | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 12:45 AM                               | 1       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 11-20      | 1                 |
| 01:00 AM                               | 0       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 11-20      | 1                 |
| 01:15 AM                               | 0       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 11-20      | 1                 |
| 01:30 AM                               | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 01:45 AM                               | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:00 AM                               | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:15 AM                               | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:30 AM                               | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:45 AM                               | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 03:00 AM                               | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 03:15 AM                               | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 03:30 AM                               | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 03:45 AM                               | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:00 AM                               | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:15 AM                               | 0       | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 16-25      | 1                 |
| 04:30 AM                               | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:45 AM                               | 1       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 11-20      | 1                 |
| 05:00 AM                               | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 05:15 AM                               | 1       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 1-10       | 1                 |
| 05:30 AM                               | 2       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 11-20      | 2                 |
| 05:45 AM                               | 2       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 1-10       | 1                 |
| Day Total                              |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                                |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
|  |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol                  |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol                  |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Comments:                              |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: Pomo Way between Casino Dwys |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073014 |            |                   |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:                     |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: EB      |            |                   |
| CITY/STATE: Lake, CA                   |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                             | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 06:00 AM                               | 0       | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 16-25      | 2                 |
| 06:15 AM                               | 0       | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 16-25      | 1                 |
| 06:30 AM                               | 0       | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 16-25      | 1                 |
| 06:45 AM                               | 0       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 11-20      | 2                 |
| 07:00 AM                               | 2       | 2        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 16-25      | 4                 |
| 07:15 AM                               | 5       | 0        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 1-10       | 3                 |
| 07:30 AM                               | 3       | 5        | 1        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 11                 | 14-23      | 6                 |
| 07:45 AM                               | 0       | 5        | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 10                 | 16-25      | 10                |
| 08:00 AM                               | 1       | 3        | 4        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 16-25      | 7                 |
| 08:15 AM                               | 9       | 4        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 14                 | 11-20      | 7                 |
| 08:30 AM                               | 0       | 0        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 16-25      | 3                 |
| 08:45 AM                               | 2       | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 16-25      | 3                 |
| 09:00 AM                               | 0       | 1        | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 16-25      | 6                 |
| 09:15 AM                               | 0       | 3        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 16-25      | 5                 |
| 09:30 AM                               | 4       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 1-10       | 3                 |
| 09:45 AM                               | 2       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 11-20      | 2                 |
| 10:00 AM                               | 0       | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 11-20      | 5                 |
| 10:15 AM                               | 2       | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 16-25      | 3                 |
| 10:30 AM                               | 2       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 11-20      | 2                 |
| 10:45 AM                               | 6       | 3        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 11                 | 13-22      | 5                 |
| 11:00 AM                               | 2       | 4        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 16-25      | 7                 |
| 11:15 AM                               | 2       | 3        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 16-25      | 5                 |
| 11:30 AM                               | 1       | 3        | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 16-25      | 6                 |
| 11:45 AM                               | 3       | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 1-10       | 2                 |
| Day Total                              |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                                |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
|  |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol                  |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol                  |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Comments:                              |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: Pomo Way between Casino Dwys |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073014 |            |                   |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:                     |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: EB      |            |                   |
| CITY/STATE: Lake, CA                   |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                             | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 12:00 PM                               | 4       | 1        | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 18-27      | 4                 |
| 12:15 PM                               | 1       | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 11-20      | 4                 |
| 12:30 PM                               | 2       | 3        | 8        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 13                 | 16-25      | 11                |
| 12:45 PM                               | 2       | 3        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 16-25      | 5                 |
| 01:00 PM                               | 1       | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 16-25      | 1                 |
| 01:15 PM                               | 2       | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 11-20      | 5                 |
| 01:30 PM                               | 3       | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 11-20      | 6                 |
| 01:45 PM                               | 3       | 2        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 16-25      | 4                 |
| 02:00 PM                               | 4       | 4        | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 12                 | 16-25      | 8                 |
| 02:15 PM                               | 6       | 7        | 4        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 18                 | 16-25      | 11                |
| 02:30 PM                               | 9       | 3        | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 17                 | 16-25      | 8                 |
| 02:45 PM                               | 2       | 3        | 6        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 13                 | 16-25      | 9                 |
| 03:00 PM                               | 1       | 5        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 16-25      | 7                 |
| 03:15 PM                               | 2       | 4        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 16-25      | 6                 |
| 03:30 PM                               | 1       | 1        | 4        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 21-30      | 6                 |
| 03:45 PM                               | 4       | 6        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 13                 | 16-25      | 9                 |
| 04:00 PM                               | 0       | 2        | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 16-25      | 5                 |
| 04:15 PM                               | 4       | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 1-10       | 3                 |
| 04:30 PM                               | 0       | 1        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 16-25      | 2                 |
| 04:45 PM                               | 0       | 4        | 1        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 16-25      | 5                 |
| 05:00 PM                               | 0       | 2        | 0        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 11-20      | 2                 |
| 05:15 PM                               | 2       | 2        | 6        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 11                 | 16-25      | 8                 |
| 05:30 PM                               | 2       | 3        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 16-25      | 5                 |
| 05:45 PM                               | 4       | 4        | 2        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 12                 | 16-25      | 6                 |
| Day Total                              |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                                |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol                  |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol                  |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Comments:                              |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: Pomo Way between Casino Dwys |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073014 |            |                   |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:                     |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: EB      |            |                   |
| CITY/STATE: Lake, CA                   |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                             | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 06:00 PM                               | 2       | 1        | 3        | 1        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 18-27      | 4                 |
| 06:15 PM                               | 0       | 0        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 16-25      | 2                 |
| 06:30 PM                               | 1       | 3        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 16-25      | 5                 |
| 06:45 PM                               | 1       | 1        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 16-25      | 3                 |
| 07:00 PM                               | 0       | 2        | 7        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 16-25      | 9                 |
| 07:15 PM                               | 2       | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 16-25      | 2                 |
| 07:30 PM                               | 1       | 0        | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 21-30      | 4                 |
| 07:45 PM                               | 2       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 11-20      | 2                 |
| 08:00 PM                               | 1       | 3        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 11-20      | 3                 |
| 08:15 PM                               | 0       | 1        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 16-25      | 2                 |
| 08:30 PM                               | 1       | 2        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 16-25      | 3                 |
| 08:45 PM                               | 1       | 2        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 16-25      | 4                 |
| 09:00 PM                               | 2       | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 16-25      | 3                 |
| 09:15 PM                               | 3       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 11-20      | 4                 |
| 09:30 PM                               | 0       | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 16-25      | 3                 |
| 09:45 PM                               | 1       | 1        | 3        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 16-25      | 4                 |
| 10:00 PM                               | 1       | 2        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 16-25      | 4                 |
| 10:15 PM                               | 3       | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 16-25      | 3                 |
| 10:30 PM                               | 0       | 1        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 11-20      | 1                 |
| 10:45 PM                               | 0       | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 21-30      | 1                 |
| 11:00 PM                               | 3       | 2        | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 16-25      | 6                 |
| 11:15 PM                               | 0       | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 16-25      | 3                 |
| 11:30 PM                               | 3       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 1-10       | 2                 |
| 11:45 PM                               | 1       | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 11-20      | 4                 |
| <b>Day Total</b>                       | 142     | 168      | 143      | 26       | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 483                | 16-25      | 311               |
| <b>Percent</b>                         | 29.4%   | 34.8%    | 29.6%    | 5.4%     | 0.8%     | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%        |                    |            |                   |
|  |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <b>AM Peak</b>                         | 8:15 AM | 7:30 AM  | 7:45 AM  | 7:30 AM  | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM  | 8:15 AM            |            |                   |
| <b>15-min Vol</b>                      | 9       | 5        | 5        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 14                 |            |                   |
| <b>PM Peak</b>                         | 2:30 PM | 2:15 PM  | 12:30 PM | 2:45 PM  | 6:00 PM  | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM  | 2:15 PM            |            |                   |
| <b>15-min Vol</b>                      | 9       | 7        | 8        | 2        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 18                 |            |                   |
| <i>Comments:</i>                       |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

**SUMMARY - Midblock Count - Speed Data**

| <b>LOCATION:</b> Pomo Way between Casino Dwys |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>QC JOB #:</b> 17073014 |  |            |                   |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|---------------------------|--|------------|-------------------|
| <b>SPECIFIC LOCATION:</b>                     |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DIRECTION:</b> EB      |  |            |                   |
| <b>CITY/STATE:</b> Lake, CA                   |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DATE:</b> Aug 22 2025  |  |            |                   |
| Speed Range                                   | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999                 | Total  | Pace Speed | Number in<br>Pace |
| <b>Grand Total</b>                            | 142     | 168      | 143      | 26       | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                         | 483  | 16-25      | 311               |
| <b>Percent</b>                                | 29.4%   | 34.8%    | 29.6%    | 5.4%     | 0.8%     | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%                        |  |            |                   |
| <b>Cumulative Percent</b>                     | 29.4%   | 64.2%    | 93.8%    | 99.2%    | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%                      |  |            |                   |
| <b>ADT<br/>483</b>                            |         |          |          |          |          |          |          |          |          |          |          |          |          |                           | <b>85th Percentile:</b> 23 MPH<br><b>Mean Speed(Average):</b> 17 MPH<br><b>Median:</b> 17 MPH<br><b>Mode:</b> 18 MPH |            |                   |
| <i>Comments:</i>                              |         |          |          |          |          |          |          |          |          |          |          |          |          |                           |  |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Speed Data

| LOCATION: Pomo Way between Casino Dwys |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073014 |            |                   |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:                     |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: WB      |            |                   |
| CITY/STATE: Lake, CA                   |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                             | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 12:00 AM                               | 0       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 11-20      | 1                 |
| 12:15 AM                               | 1       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 1-10       | 1                 |
| 12:30 AM                               | 0       | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 16-25      | 1                 |
| 12:45 AM                               | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 01:00 AM                               | 0       | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 21-30      | 1                 |
| 01:15 AM                               | 0       | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 16-25      | 1                 |
| 01:30 AM                               | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 01:45 AM                               | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:00 AM                               | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:15 AM                               | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:30 AM                               | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:45 AM                               | 1       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 1-10       | 1                 |
| 03:00 AM                               | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 03:15 AM                               | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 03:30 AM                               | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 03:45 AM                               | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:00 AM                               | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:15 AM                               | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:30 AM                               | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:45 AM                               | 0       | 1        | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 11-20      | 1                 |
| 05:00 AM                               | 1       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 1-10       | 1                 |
| 05:15 AM                               | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 05:30 AM                               | 0       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 11-20      | 3                 |
| 05:45 AM                               | 1       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 1-10       | 1                 |
| Day Total                              |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                                |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
|  |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol                  |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol                  |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Comments:                              |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: Pomo Way between Casino Dwys |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073014 |            |                   |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:                     |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: WB      |            |                   |
| CITY/STATE: Lake, CA                   |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                             | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 06:00 AM                               | 0       | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 16-25      | 2                 |
| 06:15 AM                               | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 06:30 AM                               | 0       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 11-20      | 2                 |
| 06:45 AM                               | 0       | 0        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 16-25      | 2                 |
| 07:00 AM                               | 2       | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 16-25      | 3                 |
| 07:15 AM                               | 3       | 2        | 0        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 21-30      | 3                 |
| 07:30 AM                               | 2       | 4        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 16-25      | 5                 |
| 07:45 AM                               | 0       | 3        | 6        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 11                 | 16-25      | 9                 |
| 08:00 AM                               | 2       | 2        | 3        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 16-25      | 5                 |
| 08:15 AM                               | 2       | 2        | 3        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 18-27      | 5                 |
| 08:30 AM                               | 2       | 1        | 1        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 21-30      | 4                 |
| 08:45 AM                               | 2       | 5        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 16-25      | 6                 |
| 09:00 AM                               | 1       | 3        | 2        | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 10                 | 21-30      | 6                 |
| 09:15 AM                               | 1       | 1        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 21-30      | 3                 |
| 09:30 AM                               | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 09:45 AM                               | 1       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 11-20      | 1                 |
| 10:00 AM                               | 3       | 1        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 21-30      | 3                 |
| 10:15 AM                               | 4       | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 1-10       | 3                 |
| 10:30 AM                               | 2       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 11-20      | 4                 |
| 10:45 AM                               | 4       | 1        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 16-25      | 3                 |
| 11:00 AM                               | 2       | 3        | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 10                 | 16-25      | 8                 |
| 11:15 AM                               | 5       | 1        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 1-10       | 3                 |
| 11:30 AM                               | 1       | 6        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 11-20      | 6                 |
| 11:45 AM                               | 2       | 3        | 1        | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 10                 | 16-25      | 4                 |
| Day Total                              |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                                |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol                  |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol                  |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Comments:                              |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: Pomo Way between Casino Dwys |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073014 |            |                   |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:                     |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: WB      |            |                   |
| CITY/STATE: Lake, CA                   |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                             | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 12:00 PM                               | 2       | 3        | 5        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 11                 | 16-25      | 8                 |
| 12:15 PM                               | 0       | 4        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 16-25      | 6                 |
| 12:30 PM                               | 1       | 1        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 16-25      | 2                 |
| 12:45 PM                               | 2       | 4        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 16-25      | 6                 |
| 01:00 PM                               | 3       | 2        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 16-25      | 4                 |
| 01:15 PM                               | 1       | 2        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 16-25      | 5                 |
| 01:30 PM                               | 4       | 1        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 16-25      | 3                 |
| 01:45 PM                               | 1       | 2        | 3        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 18-27      | 5                 |
| 02:00 PM                               | 2       | 6        | 4        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 13                 | 16-25      | 10                |
| 02:15 PM                               | 2       | 9        | 4        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 16                 | 16-25      | 13                |
| 02:30 PM                               | 3       | 3        | 5        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 12                 | 16-25      | 8                 |
| 02:45 PM                               | 1       | 4        | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 10                 | 16-25      | 9                 |
| 03:00 PM                               | 1       | 1        | 5        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 21-30      | 7                 |
| 03:15 PM                               | 0       | 1        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 16-25      | 2                 |
| 03:30 PM                               | 0       | 1        | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 16-25      | 5                 |
| 03:45 PM                               | 2       | 5        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 11-20      | 6                 |
| 04:00 PM                               | 0       | 1        | 3        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 21-30      | 5                 |
| 04:15 PM                               | 3       | 2        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 16-25      | 4                 |
| 04:30 PM                               | 1       | 1        | 6        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 16-25      | 7                 |
| 04:45 PM                               | 1       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 11-20      | 1                 |
| 05:00 PM                               | 0       | 5        | 4        | 2        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 12                 | 16-25      | 9                 |
| 05:15 PM                               | 2       | 0        | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 16-25      | 4                 |
| 05:30 PM                               | 0       | 4        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 16-25      | 7                 |
| 05:45 PM                               | 0       | 1        | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 16-25      | 5                 |
| Day Total                              |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                                |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol                  |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol                  |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Comments:                              |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: Pomo Way between Casino Dwys |          |          |         |         |         |          |          |          |          |          |          |          |          |          | QC JOB #: 17073014 |            |                |  |
|--|----------|----------|---------|---------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|------------|----------------|--|
| SPECIFIC LOCATION:                     |          |          |         |         |         |          |          |          |          |          |          |          |          |          | DIRECTION: WB      |            |                |  |
| CITY/STATE: Lake, CA                   |          |          |         |         |         |          |          |          |          |          |          |          |          |          | DATE: Aug 22 2025  |            |                |  |
| Start Time                             | 15       | 20       | 25      | 30      | 35      | 40       | 45       | 50       | 55       | 60       | 65       | 70       | 75       | 999      | Total              | Pace Speed | Number in Pace |  |
| 06:00 PM                               | 0        | 3        | 0       | 4       | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 7                  | 21-30      | 4              |  |
| 06:15 PM                               | 1        | 0        | 4       | 1       | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 6                  | 21-30      | 5              |  |
| 06:30 PM                               | 0        | 0        | 0       | 0       | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 1-10       | 0              |  |
| 06:45 PM                               | 2        | 2        | 2       | 0       | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 6                  | 16-25      | 4              |  |
| 07:00 PM                               | 1        | 2        | 2       | 2       | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 7                  | 16-25      | 4              |  |
| 07:15 PM                               | 1        | 2        | 1       | 0       | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 4                  | 16-25      | 3              |  |
| 07:30 PM                               | 0        | 3        | 0       | 1       | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 4                  | 11-20      | 3              |  |
| 07:45 PM                               | 0        | 2        | 1       | 0       | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 3                  | 16-25      | 3              |  |
| 08:00 PM                               | 1        | 2        | 0       | 0       | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 3                  | 11-20      | 2              |  |
| 08:15 PM                               | 1        | 5        | 2       | 1       | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 9                  | 16-25      | 7              |  |
| 08:30 PM                               | 1        | 1        | 0       | 0       | 1       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 3                  | 11-20      | 1              |  |
| 08:45 PM                               | 0        | 1        | 1       | 0       | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 2                  | 16-25      | 2              |  |
| 09:00 PM                               | 1        | 1        | 1       | 0       | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 3                  | 16-25      | 2              |  |
| 09:15 PM                               | 4        | 1        | 2       | 0       | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 7                  | 16-25      | 3              |  |
| 09:30 PM                               | 4        | 0        | 1       | 1       | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 6                  | 1-10       | 3              |  |
| 09:45 PM                               | 0        | 1        | 1       | 0       | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 2                  | 16-25      | 2              |  |
| 10:00 PM                               | 1        | 2        | 1       | 0       | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 4                  | 16-25      | 3              |  |
| 10:15 PM                               | 1        | 4        | 2       | 0       | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 7                  | 16-25      | 6              |  |
| 10:30 PM                               | 1        | 1        | 3       | 0       | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 5                  | 16-25      | 4              |  |
| 10:45 PM                               | 0        | 0        | 1       | 0       | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1                  | 16-25      | 1              |  |
| 11:00 PM                               | 0        | 2        | 0       | 0       | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 2                  | 11-20      | 2              |  |
| 11:15 PM                               | 0        | 0        | 3       | 0       | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 3                  | 16-25      | 3              |  |
| 11:30 PM                               | 1        | 0        | 0       | 0       | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1                  | 1-10       | 1              |  |
| 11:45 PM                               | 1        | 2        | 0       | 0       | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 3                  | 11-20      | 2              |  |
| <b>Day Total</b>                       | 99       | 154      | 140     | 50      | 6       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 450                | 16-25      | 294            |  |
| <b>Percent</b>                         | 22%      | 34.2%    | 31.1%   | 11.1%   | 1.3%    | 0.2%     | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       |                    |            |                |  |
|  |          |          |         |         |         |          |          |          |          |          |          |          |          |          |                    |            |                |  |
| <b>AM Peak 15-min Vol</b>              | 11:15 AM | 11:30 AM | 7:45 AM | 9:00 AM | 4:45 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM           | 7:45 AM    |                |  |
|  | 5        | 6        | 6       | 4       | 1       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 11                 |            |                |  |
| <b>PM Peak 15-min Vol</b>              | 1:30 PM  | 2:15 PM  | 4:30 PM | 6:00 PM | 2:30 PM | 5:00 PM  | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM           | 2:15 PM    |                |  |
|  | 4        | 9        | 6       | 4       | 1       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 16                 |            |                |  |
| <i>Comments:</i>                       |          |          |         |         |         |          |          |          |          |          |          |          |          |          |                    |            |                |  |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

**SUMMARY - Midblock Count - Speed Data**

| <b>LOCATION:</b> Pomo Way between Casino Dwys |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>QC JOB #:</b> 17073014 |  |            |                   |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|---------------------------|--|------------|-------------------|
| <b>SPECIFIC LOCATION:</b>                     |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DIRECTION:</b> WB      |  |            |                   |
| <b>CITY/STATE:</b> Lake, CA                   |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DATE:</b> Aug 22 2025  |  |            |                   |
| Speed Range                                   | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999                 | Total  | Pace Speed | Number in<br>Pace |
| <b>Grand Total</b>                            | 99      | 154      | 140      | 50       | 6        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                         | 450  | 16-25      | 294               |
| <b>Percent</b>                                | 22%     | 34.2%    | 31.1%    | 11.1%    | 1.3%     | 0.2%     | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%                        |  |            |                   |
| <b>Cumulative Percent</b>                     | 22%     | 56.2%    | 87.3%    | 98.4%    | 99.8%    | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%                      |  |            |                   |
| <b>ADT</b><br>450                             |         |          |          |          |          |          |          |          |          |          |          |          |          |                           | <b>85th Percentile:</b> 24 MPH<br><b>Mean Speed(Average):</b> 19 MPH<br><b>Median:</b> 19 MPH<br><b>Mode:</b> 18 MPH |            |                   |
| <i>Comments:</i>                              |         |          |          |          |          |          |          |          |          |          |          |          |          |                           |  |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Speed Data

| LOCATION: Pomo Way W of Acorn Dr |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073015 |            |                   |
|----------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:               |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: EB      |            |                   |
| CITY/STATE: Lake, CA             |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                       | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 12:00 AM                         | 1       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 11-20      | 1                 |
| 12:15 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 12:30 AM                         | 0       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 11-20      | 1                 |
| 12:45 AM                         | 2       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 1-10       | 1                 |
| 01:00 AM                         | 1       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 1-10       | 1                 |
| 01:15 AM                         | 0       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 11-20      | 1                 |
| 01:30 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 01:45 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:00 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:15 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:30 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:45 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 03:00 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 03:15 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 03:30 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 03:45 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:00 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:15 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:30 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:45 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 05:00 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 05:15 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 05:30 AM                         | 2       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 1-10       | 1                 |
| 05:45 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| <b>Day Total</b>                 |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <b>Percent</b>                   |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <b>AM Peak</b>                   |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <b>15-min Vol</b>                |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <b>PM Peak</b>                   |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <b>15-min Vol</b>                |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <i>Comments:</i>                 |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: Pomo Way W of Acorn Dr |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073015 |            |                   |
|----------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:               |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: EB      |            |                   |
| CITY/STATE: Lake, CA             |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                       | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 06:00 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 06:15 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 06:30 AM                         | 0       | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 16-25      | 2                 |
| 06:45 AM                         | 0       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 11-20      | 1                 |
| 07:00 AM                         | 1       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 11-20      | 2                 |
| 07:15 AM                         | 1       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 11-20      | 3                 |
| 07:30 AM                         | 1       | 4        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 16-25      | 6                 |
| 07:45 AM                         | 0       | 8        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 11-20      | 8                 |
| 08:00 AM                         | 1       | 3        | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 16-25      | 6                 |
| 08:15 AM                         | 5       | 4        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 10                 | 11-20      | 6                 |
| 08:30 AM                         | 0       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 11-20      | 3                 |
| 08:45 AM                         | 4       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 1-10       | 3                 |
| 09:00 AM                         | 0       | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 16-25      | 4                 |
| 09:15 AM                         | 1       | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 16-25      | 3                 |
| 09:30 AM                         | 3       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 1-10       | 2                 |
| 09:45 AM                         | 5       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 1-10       | 3                 |
| 10:00 AM                         | 3       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 11-20      | 3                 |
| 10:15 AM                         | 1       | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 11-20      | 4                 |
| 10:30 AM                         | 3       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 1-10       | 2                 |
| 10:45 AM                         | 4       | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 11-20      | 6                 |
| 11:00 AM                         | 5       | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 11-20      | 6                 |
| 11:15 AM                         | 1       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 11-20      | 3                 |
| 11:30 AM                         | 2       | 3        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 16-25      | 5                 |
| 11:45 AM                         | 2       | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 16-25      | 3                 |
| Day Total                        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                          |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol            |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol            |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Comments:                        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: Pomo Way W of Acorn Dr |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073015 |            |                   |
|----------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:               |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: EB      |            |                   |
| CITY/STATE: Lake, CA             |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                       | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 12:00 PM                         | 0       | 6        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 16-25      | 7                 |
| 12:15 PM                         | 2       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 11-20      | 4                 |
| 12:30 PM                         | 3       | 4        | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 11                 | 16-25      | 8                 |
| 12:45 PM                         | 4       | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 11-20      | 4                 |
| 01:00 PM                         | 1       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 11-20      | 1                 |
| 01:15 PM                         | 0       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 11-20      | 3                 |
| 01:30 PM                         | 4       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 1-10       | 3                 |
| 01:45 PM                         | 5       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 11-20      | 4                 |
| 02:00 PM                         | 3       | 4        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 16-25      | 6                 |
| 02:15 PM                         | 2       | 7        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 10                 | 16-25      | 8                 |
| 02:30 PM                         | 6       | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 1-10       | 4                 |
| 02:45 PM                         | 3       | 7        | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 14                 | 16-25      | 11                |
| 03:00 PM                         | 1       | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 16-25      | 4                 |
| 03:15 PM                         | 2       | 3        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 16-25      | 4                 |
| 03:30 PM                         | 3       | 2        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 16-25      | 5                 |
| 03:45 PM                         | 5       | 5        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 11                 | 11-20      | 7                 |
| 04:00 PM                         | 1       | 3        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 16-25      | 5                 |
| 04:15 PM                         | 2       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 1-10       | 1                 |
| 04:30 PM                         | 2       | 1        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 16-25      | 3                 |
| 04:45 PM                         | 3       | 3        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 13-22      | 4                 |
| 05:00 PM                         | 0       | 2        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 16-25      | 4                 |
| 05:15 PM                         | 3       | 6        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 11                 | 16-25      | 8                 |
| 05:30 PM                         | 0       | 4        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 16-25      | 5                 |
| 05:45 PM                         | 2       | 4        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 16-25      | 5                 |
| Day Total                        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                          |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol            |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol            |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Comments:                        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: Pomo Way W of Acorn Dr |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073015 |            |                   |
|----------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:               |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: EB      |            |                   |
| CITY/STATE: Lake, CA             |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                       | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 06:00 PM                         | 2       | 2        | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 16-25      | 5                 |
| 06:15 PM                         | 0       | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 16-25      | 2                 |
| 06:30 PM                         | 0       | 3        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 16-25      | 5                 |
| 06:45 PM                         | 0       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 11-20      | 3                 |
| 07:00 PM                         | 0       | 6        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 16-25      | 8                 |
| 07:15 PM                         | 1       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 11-20      | 1                 |
| 07:30 PM                         | 1       | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 16-25      | 4                 |
| 07:45 PM                         | 2       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 11-20      | 2                 |
| 08:00 PM                         | 2       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 11-20      | 4                 |
| 08:15 PM                         | 1       | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 16-25      | 3                 |
| 08:30 PM                         | 0       | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 16-25      | 4                 |
| 08:45 PM                         | 0       | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 11-20      | 5                 |
| 09:00 PM                         | 2       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 11-20      | 4                 |
| 09:15 PM                         | 4       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 11-20      | 4                 |
| 09:30 PM                         | 3       | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 1-10       | 2                 |
| 09:45 PM                         | 0       | 2        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 16-25      | 4                 |
| 10:00 PM                         | 2       | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 16-25      | 3                 |
| 10:15 PM                         | 0       | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 11-20      | 4                 |
| 10:30 PM                         | 0       | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 16-25      | 2                 |
| 10:45 PM                         | 0       | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 16-25      | 2                 |
| 11:00 PM                         | 0       | 5        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 16-25      | 6                 |
| 11:15 PM                         | 0       | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 16-25      | 4                 |
| 11:30 PM                         | 1       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 11-20      | 2                 |
| 11:45 PM                         | 2       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 1-10       | 1                 |
| <b>Day Total</b>                 | 129     | 200      | 62       | 6        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 397                | 16-25      | 262               |
| <b>Percent</b>                   | 32.5%   | 50.4%    | 15.6%    | 1.5%     | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%        |                    |            |                   |
|                                  |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <b>AM Peak</b>                   | 8:15 AM | 7:45 AM  | 8:00 AM  | 8:00 AM  | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM  | 8:15 AM            |            |                   |
| <b>15-min Vol</b>                | 5       | 8        | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 10                 |            |                   |
| <b>PM Peak</b>                   | 2:30 PM | 2:15 PM  | 12:30 PM | 3:15 PM  | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM  | 2:45 PM            |            |                   |
| <b>15-min Vol</b>                | 6       | 7        | 4        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 14                 |            |                   |
| <i>Comments:</i>                 |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

**SUMMARY - Midblock Count - Speed Data**

| <b>LOCATION:</b> Pomo Way W of Acorn Dr |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>QC JOB #:</b> 17073015 |  |            |                   |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|---------------------------|--|------------|-------------------|
| <b>SPECIFIC LOCATION:</b>               |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DIRECTION:</b> EB      |  |            |                   |
| <b>CITY/STATE:</b> Lake, CA             |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DATE:</b> Aug 22 2025  |  |            |                   |
| Speed Range                             | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999                 | Total  | Pace Speed | Number in<br>Pace |
| <b>Grand Total</b>                      | 129     | 200      | 62       | 6        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                         | 397  | 16-25      | 262               |
| <b>Percent</b>                          | 32.5%   | 50.4%    | 15.6%    | 1.5%     | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%                        |  |            |                   |
| <b>Cumulative Percent</b>               | 32.5%   | 82.9%    | 98.5%    | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%                      |  |            |                   |
| <b>ADT</b><br>397                       |         |          |          |          |          |          |          |          |          |          |          |          |          |                           | <b>85th Percentile:</b> 20 MPH<br><b>Mean Speed(Average):</b> 16 MPH<br><b>Median:</b> 16 MPH<br><b>Mode:</b> 18 MPH |            |                   |
| <i>Comments:</i>                        |         |          |          |          |          |          |          |          |          |          |          |          |          |                           |  |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)



Type of report: Midblock Count - Speed Data

| LOCATION: Pomo Way W of Acorn Dr |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073015 |            |                   |
|----------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:               |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: WB      |            |                   |
| CITY/STATE: Lake, CA             |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                       | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 12:00 AM                         | 0       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 11-20      | 1                 |
| 12:15 AM                         | 1       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 1-10       | 1                 |
| 12:30 AM                         | 1       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 1-10       | 1                 |
| 12:45 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 01:00 AM                         | 0       | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 16-25      | 1                 |
| 01:15 AM                         | 0       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 11-20      | 1                 |
| 01:30 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 01:45 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:00 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:15 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:30 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:45 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 03:00 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 03:15 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 03:30 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 03:45 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:00 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:15 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:30 AM                         | 0       | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 21-30      | 1                 |
| 04:45 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 05:00 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 05:15 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 05:30 AM                         | 0       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 11-20      | 3                 |
| 05:45 AM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| Day Total                        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                          |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| TRUE DATA TO IMPROVE MOBILITY    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak                          |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| 15-min Vol                       |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak                          |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| 15-min Vol                       |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Comments:                        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: Pomo Way W of Acorn Dr |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073015 |            |                   |
|----------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:               |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: WB      |            |                   |
| CITY/STATE: Lake, CA             |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                       | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 06:00 AM                         | 0       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 11-20      | 1                 |
| 06:15 AM                         | 0       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 11-20      | 1                 |
| 06:30 AM                         | 1       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 11-20      | 1                 |
| 06:45 AM                         | 0       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 11-20      | 2                 |
| 07:00 AM                         | 0       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 11-20      | 3                 |
| 07:15 AM                         | 3       | 0        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 16-25      | 3                 |
| 07:30 AM                         | 3       | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 13-22      | 4                 |
| 07:45 AM                         | 1       | 7        | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 12                 | 16-25      | 11                |
| 08:00 AM                         | 3       | 3        | 0        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 11-20      | 4                 |
| 08:15 AM                         | 2       | 5        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 16-25      | 7                 |
| 08:30 AM                         | 3       | 1        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 16-25      | 4                 |
| 08:45 AM                         | 6       | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 10                 | 11-20      | 5                 |
| 09:00 AM                         | 4       | 2        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 16-25      | 5                 |
| 09:15 AM                         | 2       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 11-20      | 3                 |
| 09:30 AM                         | 2       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 11-20      | 2                 |
| 09:45 AM                         | 6       | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 10                 | 11-20      | 5                 |
| 10:00 AM                         | 3       | 0        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 16-25      | 2                 |
| 10:15 AM                         | 4       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 11-20      | 3                 |
| 10:30 AM                         | 4       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 11-20      | 4                 |
| 10:45 AM                         | 4       | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 11-20      | 4                 |
| 11:00 AM                         | 1       | 3        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 16-25      | 6                 |
| 11:15 AM                         | 4       | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 11-20      | 3                 |
| 11:30 AM                         | 1       | 6        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 16-25      | 7                 |
| 11:45 AM                         | 1       | 5        | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 10                 | 16-25      | 8                 |
| Day Total                        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                          |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol            |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol            |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <i>Comments:</i>                 |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

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Type of report: Midblock Count - Speed Data

| LOCATION: Pomo Way W of Acorn Dr |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073015 |            |                   |
|----------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:               |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: WB      |            |                   |
| CITY/STATE: Lake, CA             |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                       | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 12:00 PM                         | 1       | 6        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 10                 | 16-25      | 9                 |
| 12:15 PM                         | 2       | 4        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 16-25      | 5                 |
| 12:30 PM                         | 2       | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 16-25      | 2                 |
| 12:45 PM                         | 4       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 11-20      | 4                 |
| 01:00 PM                         | 5       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 11-20      | 5                 |
| 01:15 PM                         | 2       | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 16-25      | 4                 |
| 01:30 PM                         | 2       | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 16-25      | 2                 |
| 01:45 PM                         | 3       | 3        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 16-25      | 6                 |
| 02:00 PM                         | 5       | 5        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 13                 | 16-25      | 8                 |
| 02:15 PM                         | 4       | 9        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 15                 | 16-25      | 11                |
| 02:30 PM                         | 4       | 1        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 21-30      | 3                 |
| 02:45 PM                         | 1       | 9        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 10                 | 11-20      | 9                 |
| 03:00 PM                         | 2       | 5        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 16-25      | 6                 |
| 03:15 PM                         | 0       | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 16-25      | 2                 |
| 03:30 PM                         | 0       | 4        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 16-25      | 6                 |
| 03:45 PM                         | 1       | 4        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 16-25      | 5                 |
| 04:00 PM                         | 1       | 4        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 16-25      | 6                 |
| 04:15 PM                         | 4       | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 11-20      | 6                 |
| 04:30 PM                         | 2       | 4        | 4        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 11                 | 16-25      | 8                 |
| 04:45 PM                         | 1       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 11-20      | 2                 |
| 05:00 PM                         | 0       | 7        | 4        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 12                 | 16-25      | 11                |
| 05:15 PM                         | 1       | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 11-20      | 5                 |
| 05:30 PM                         | 1       | 3        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 16-25      | 6                 |
| 05:45 PM                         | 2       | 2        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 16-25      | 4                 |
| Day Total                        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                          |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol            |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol            |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Comments:                        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

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| LOCATION: Pomo Way W of Acorn Dr |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073015 |            |                   |
|----------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:               |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: WB      |            |                   |
| CITY/STATE: Lake, CA             |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                       | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 06:00 PM                         | 2       | 2        | 1        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 16-25      | 3                 |
| 06:15 PM                         | 1       | 2        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 16-25      | 3                 |
| 06:30 PM                         | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 06:45 PM                         | 1       | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 11-20      | 5                 |
| 07:00 PM                         | 1       | 4        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 16-25      | 7                 |
| 07:15 PM                         | 1       | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 16-25      | 2                 |
| 07:30 PM                         | 1       | 3        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 11-20      | 3                 |
| 07:45 PM                         | 0       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 11-20      | 2                 |
| 08:00 PM                         | 1       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 11-20      | 2                 |
| 08:15 PM                         | 3       | 4        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 16-25      | 6                 |
| 08:30 PM                         | 1       | 1        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 11-20      | 1                 |
| 08:45 PM                         | 0       | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 16-25      | 3                 |
| 09:00 PM                         | 1       | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 16-25      | 1                 |
| 09:15 PM                         | 3       | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 13-22      | 4                 |
| 09:30 PM                         | 4       | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 1-10       | 3                 |
| 09:45 PM                         | 0       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 11-20      | 3                 |
| 10:00 PM                         | 2       | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 16-25      | 2                 |
| 10:15 PM                         | 1       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 11-20      | 3                 |
| 10:30 PM                         | 1       | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 16-25      | 3                 |
| 10:45 PM                         | 0       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 11-20      | 1                 |
| 11:00 PM                         | 1       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 11-20      | 2                 |
| 11:15 PM                         | 0       | 0        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 16-25      | 2                 |
| 11:30 PM                         | 1       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 1-10       | 1                 |
| 11:45 PM                         | 1       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 1-10       | 1                 |
| <b>Day Total</b>                 | 137     | 205      | 83       | 13       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 439                | 16-25      | 288               |
| <b>Percent</b>                   | 31.2%   | 46.7%    | 18.9%    | 3%       | 0.2%     | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%        |                    |            |                   |
|                                  |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <b>AM Peak</b>                   | 8:45 AM | 7:45 AM  | 7:45 AM  | 8:00 AM  | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM  | 7:45 AM            |            |                   |
| <b>15-min Vol</b>                | 6       | 7        | 4        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 12                 |            |                   |
| <b>PM Peak</b>                   | 1:00 PM | 2:15 PM  | 4:30 PM  | 6:00 PM  | 5:00 PM  | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM  | 2:15 PM            |            |                   |
| <b>15-min Vol</b>                | 5       | 9        | 4        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 15                 |            |                   |
| <i>Comments:</i>                 |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

**SUMMARY - Midblock Count - Speed Data**

| <b>LOCATION:</b> Pomo Way W of Acorn Dr |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>QC JOB #:</b> 17073015 |  |            |                   |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|---------------------------|--|------------|-------------------|
| <b>SPECIFIC LOCATION:</b>               |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DIRECTION:</b> WB      |  |            |                   |
| <b>CITY/STATE:</b> Lake, CA             |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DATE:</b> Aug 22 2025  |  |            |                   |
| Speed Range                             | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999                 | Total  | Pace Speed | Number in<br>Pace |
| <b>Grand Total</b>                      | 137     | 205      | 83       | 13       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                         | 439  | 16-25      | 288               |
| <b>Percent</b>                          | 31.2%   | 46.7%    | 18.9%    | 3%       | 0.2%     | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%                        |  |            |                   |
| <b>Cumulative Percent</b>               | 31.2%   | 77.9%    | 96.8%    | 99.8%    | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%                      |  |            |                   |
| <b>ADT</b><br>439                       |         |          |          |          |          |          |          |          |          |          |          |          |          |                           | <b>85th Percentile:</b> 21 MPH<br><b>Mean Speed(Average):</b> 17 MPH<br><b>Median:</b> 17 MPH<br><b>Mode:</b> 18 MPH |            |                   |
| <i>Comments:</i>                        |         |          |          |          |          |          |          |          |          |          |          |          |          |                           |  |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Speed Data

| LOCATION: Pyle Rd E of SR-20 |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073016 |            |                   |
|------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:           |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: EB      |            |                   |
| CITY/STATE: Nice, CA         |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                   | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 12:00 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 12:15 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 12:30 AM                     | 0       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 11-20      | 1                 |
| 12:45 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 01:00 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 01:15 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 01:30 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 01:45 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:00 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:15 AM                     | 0       | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 21-30      | 1                 |
| 02:30 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:45 AM                     | 0       | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 21-30      | 1                 |
| 03:00 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 03:15 AM                     | 0       | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 16-25      | 1                 |
| 03:30 AM                     | 0       | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 16-25      | 1                 |
| 03:45 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:00 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:15 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:30 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:45 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 05:00 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 05:15 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 05:30 AM                     | 0       | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 31-40      | 1                 |
| 05:45 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| Day Total                    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                      |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
|                              |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Comments:                    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: Pyle Rd E of SR-20 |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073016 |            |                   |
|------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:           |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: EB      |            |                   |
| CITY/STATE: Nice, CA         |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                   | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 06:00 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 06:15 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 06:30 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 06:45 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 07:00 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 07:15 AM                     | 0       | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 21-30      | 1                 |
| 07:30 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 07:45 AM                     | 0       | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 16-25      | 2                 |
| 08:00 AM                     | 0       | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 16-25      | 1                 |
| 08:15 AM                     | 0       | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 21-30      | 1                 |
| 08:30 AM                     | 0       | 0        | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 16-25      | 4                 |
| 08:45 AM                     | 0       | 0        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 21-30      | 2                 |
| 09:00 AM                     | 0       | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 16-25      | 1                 |
| 09:15 AM                     | 0       | 0        | 6        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 21-30      | 7                 |
| 09:30 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 09:45 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 10:00 AM                     | 0       | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 21-30      | 1                 |
| 10:15 AM                     | 0       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 11-20      | 1                 |
| 10:30 AM                     | 0       | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 16-25      | 1                 |
| 10:45 AM                     | 1       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 11-20      | 1                 |
| 11:00 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 11:15 AM                     | 0       | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 16-25      | 3                 |
| 11:30 AM                     | 0       | 2        | 0        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 11-20      | 2                 |
| 11:45 AM                     | 0       | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 16-25      | 1                 |
| Day Total                    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                      |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Comments:                    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: Pyle Rd E of SR-20 |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073016 |            |                   |
|------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:           |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: EB      |            |                   |
| CITY/STATE: Nice, CA         |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                   | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 12:00 PM                     | 0       | 0        | 4        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 21-30      | 5                 |
| 12:15 PM                     | 2       | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 1-10       | 1                 |
| 12:30 PM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 12:45 PM                     | 0       | 0        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 21-30      | 2                 |
| 01:00 PM                     | 0       | 0        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 21-30      | 3                 |
| 01:15 PM                     | 0       | 0        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 16-25      | 2                 |
| 01:30 PM                     | 0       | 0        | 0        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 26-35      | 3                 |
| 01:45 PM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:00 PM                     | 0       | 0        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 21-30      | 3                 |
| 02:15 PM                     | 0       | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 16-25      | 2                 |
| 02:30 PM                     | 0       | 0        | 0        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 21-30      | 3                 |
| 02:45 PM                     | 0       | 2        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 11-20      | 2                 |
| 03:00 PM                     | 0       | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 21-30      | 1                 |
| 03:15 PM                     | 1       | 2        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 11-20      | 2                 |
| 03:30 PM                     | 1       | 0        | 3        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 21-30      | 5                 |
| 03:45 PM                     | 0       | 0        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 21-30      | 2                 |
| 04:00 PM                     | 0       | 0        | 2        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 21-30      | 4                 |
| 04:15 PM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:30 PM                     | 0       | 0        | 5        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 21-30      | 6                 |
| 04:45 PM                     | 0       | 1        | 3        | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 21-30      | 7                 |
| 05:00 PM                     | 0       | 0        | 2        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 21-30      | 4                 |
| 05:15 PM                     | 0       | 1        | 2        | 1        | 1        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 21-30      | 3                 |
| 05:30 PM                     | 0       | 0        | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 21-30      | 4                 |
| 05:45 PM                     | 0       | 0        | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 16-25      | 4                 |
| Day Total                    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                      |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Comments:                    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: Pyle Rd E of SR-20 |          |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073016 |            |                   |
|------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:           |          |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: EB      |            |                   |
| CITY/STATE: Nice, CA         |          |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                   | 1<br>15  | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 06:00 PM                     | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 16-25      | 1                 |
| 06:15 PM                     | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 16-25      | 1                 |
| 06:30 PM                     | 0        | 0        | 5        | 1        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 21-30      | 6                 |
| 06:45 PM                     | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 21-30      | 1                 |
| 07:00 PM                     | 0        | 0        | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 16-25      | 5                 |
| 07:15 PM                     | 0        | 0        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 21-30      | 2                 |
| 07:30 PM                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 07:45 PM                     | 0        | 0        | 1        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 21-30      | 2                 |
| 08:00 PM                     | 2        | 0        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 21-30      | 3                 |
| 08:15 PM                     | 0        | 1        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 16-25      | 3                 |
| 08:30 PM                     | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 16-25      | 1                 |
| 08:45 PM                     | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 11-20      | 1                 |
| 09:00 PM                     | 0        | 0        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 16-25      | 2                 |
| 09:15 PM                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 09:30 PM                     | 0        | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 16-25      | 4                 |
| 09:45 PM                     | 0        | 2        | 1        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 16-25      | 3                 |
| 10:00 PM                     | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 16-25      | 1                 |
| 10:15 PM                     | 0        | 0        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 16-25      | 2                 |
| 10:30 PM                     | 0        | 0        | 1        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 21-30      | 3                 |
| 10:45 PM                     | 0        | 0        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 16-25      | 2                 |
| 11:00 PM                     | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 16-25      | 1                 |
| 11:15 PM                     | 0        | 1        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 11-20      | 1                 |
| 11:30 PM                     | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 21-30      | 1                 |
| 11:45 PM                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| <b>Day Total</b>             | 7        | 23       | 86       | 47       | 6        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 172                | 21-30      | 133               |
| <b>Percent</b>               | 4.1%     | 13.4%    | 50%      | 27.3%    | 3.5%     | 1.7%     | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%        |                    |            |                   |
|                              |          |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <b>AM Peak</b>               | 10:45 AM | 11:15 AM | 9:15 AM  | 11:30 AM | 12:00 AM | 5:30 AM  | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM | 12:00 AM  | 9:15 AM            |            |                   |
| <b>15-min Vol</b>            | 1        | 2        | 6        | 2        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  |            |                   |
| <b>PM Peak</b>               | 12:15 PM | 9:30 PM  | 4:30 PM  | 4:45 PM  | 6:30 PM  | 5:15 PM  | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM | 12:00 PM  | 4:45 PM            |            |                   |
| <b>15-min Vol</b>            | 2        | 3        | 5        | 4        | 2        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  |            |                   |
| <i>Comments:</i>             |          |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

**SUMMARY - Midblock Count - Speed Data**

| <b>LOCATION:</b> Pyle Rd E of SR-20 |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>QC JOB #:</b> 17073016 |  |            |                   |
|-------------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|---------------------------|--|------------|-------------------|
| <b>SPECIFIC LOCATION:</b>           |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DIRECTION:</b> EB      |  |            |                   |
| <b>CITY/STATE:</b> Nice, CA         |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DATE:</b> Aug 22 2025  |  |            |                   |
| Speed Range                         | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999                 | Total  | Pace Speed | Number in<br>Pace |
| <b>Grand Total</b>                  | 7       | 23       | 86       | 47       | 6        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                         | 172  | 21-30      | 133               |
| <b>Percent</b>                      | 4.1%    | 13.4%    | 50%      | 27.3%    | 3.5%     | 1.7%     | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%                        |  |            |                   |
| <b>Cumulative Percent</b>           | 4.1%    | 17.4%    | 67.4%    | 94.8%    | 98.3%    | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%                      |  |            |                   |
| <b>ADT</b><br>172                   |         |          |          |          |          |          |          |          |          |          |          |          |          |                           | <b>85th Percentile:</b> 28 MPH<br><b>Mean Speed(Average):</b> 23 MPH<br><b>Median:</b> 23 MPH<br><b>Mode:</b> 23 MPH |            |                   |
| <i>Comments:</i>                    |         |          |          |          |          |          |          |          |          |          |          |          |          |                           |  |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Speed Data

| LOCATION: Pyle Rd E of SR-20 |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073016 |            |                   |
|------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:           |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: WB      |            |                   |
| CITY/STATE: Nice, CA         |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                   | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 12:00 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 12:15 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 12:30 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 12:45 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 01:00 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 01:15 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 01:30 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 01:45 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:00 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 02:15 AM                     | 1       | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 16-25      | 1                 |
| 02:30 AM                     | 0       | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 21-30      | 1                 |
| 02:45 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 03:00 AM                     | 0       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 11-20      | 1                 |
| 03:15 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 03:30 AM                     | 0       | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 16-25      | 1                 |
| 03:45 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:00 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:15 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:30 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:45 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 05:00 AM                     | 0       | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 16-25      | 1                 |
| 05:15 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 05:30 AM                     | 0       | 0        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 16-25      | 2                 |
| 05:45 AM                     | 0       | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 21-30      | 1                 |
| Day Total                    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                      |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
|                              |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Comments:                    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: Pyle Rd E of SR-20 |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073016 |            |                   |
|------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:           |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: WB      |            |                   |
| CITY/STATE: Nice, CA         |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                   | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 06:00 AM                     | 0       | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 16-25      | 1                 |
| 06:15 AM                     | 0       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 11-20      | 1                 |
| 06:30 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 06:45 AM                     | 0       | 1        | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 11-20      | 1                 |
| 07:00 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 07:15 AM                     | 0       | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 16-25      | 1                 |
| 07:30 AM                     | 0       | 0        | 1        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 16-25      | 1                 |
| 07:45 AM                     | 1       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 11-20      | 1                 |
| 08:00 AM                     | 0       | 1        | 1        | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 16-25      | 2                 |
| 08:15 AM                     | 0       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 11-20      | 1                 |
| 08:30 AM                     | 0       | 0        | 2        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 21-30      | 4                 |
| 08:45 AM                     | 0       | 0        | 2        | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 21-30      | 6                 |
| 09:00 AM                     | 0       | 1        | 3        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 21-30      | 5                 |
| 09:15 AM                     | 0       | 0        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 21-30      | 2                 |
| 09:30 AM                     | 0       | 0        | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 16-25      | 4                 |
| 09:45 AM                     | 1       | 0        | 2        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 21-30      | 4                 |
| 10:00 AM                     | 0       | 0        | 0        | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 21-30      | 4                 |
| 10:15 AM                     | 0       | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 16-25      | 1                 |
| 10:30 AM                     | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 10:45 AM                     | 1       | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 16-25      | 1                 |
| 11:00 AM                     | 0       | 0        | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 21-30      | 4                 |
| 11:15 AM                     | 4       | 1        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 1-10       | 3                 |
| 11:30 AM                     | 0       | 0        | 1        | 0        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 26-35      | 2                 |
| 11:45 AM                     | 0       | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 16-25      | 2                 |
| Day Total                    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                      |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Comments:                    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: Pyle Rd E of SR-20 |    |    |    |    |    |    |    |    |    |    |    |    |    |     | QC JOB #: 17073016 |            |                |
|------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|--------------------|------------|----------------|
| SPECIFIC LOCATION:           |    |    |    |    |    |    |    |    |    |    |    |    |    |     | DIRECTION: WB      |            |                |
| CITY/STATE: Nice, CA         |    |    |    |    |    |    |    |    |    |    |    |    |    |     | DATE: Aug 22 2025  |            |                |
| Start Time                   | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 999 | Total              | Pace Speed | Number in Pace |
| 12:00 PM                     | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0                  | 1-10       | 0              |
| 12:15 PM                     | 3  | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 4                  | 1-10       | 2              |
| 12:30 PM                     | 0  | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 1                  | 16-25      | 1              |
| 12:45 PM                     | 1  | 1  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 3                  | 16-25      | 2              |
| 01:00 PM                     | 1  | 0  | 1  | 2  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 5                  | 26-35      | 3              |
| 01:15 PM                     | 0  | 0  | 1  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 2                  | 21-30      | 2              |
| 01:30 PM                     | 0  | 0  | 1  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 2                  | 21-30      | 2              |
| 01:45 PM                     | 1  | 0  | 0  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 3                  | 21-30      | 2              |
| 02:00 PM                     | 1  | 2  | 1  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 5                  | 16-25      | 3              |
| 02:15 PM                     | 0  | 1  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 2                  | 16-25      | 2              |
| 02:30 PM                     | 0  | 0  | 1  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 3                  | 21-30      | 3              |
| 02:45 PM                     | 0  | 1  | 0  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 3                  | 21-30      | 2              |
| 03:00 PM                     | 0  | 2  | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 3                  | 11-20      | 2              |
| 03:15 PM                     | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0                  | 1-10       | 0              |
| 03:30 PM                     | 1  | 2  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 4                  | 16-25      | 3              |
| 03:45 PM                     | 1  | 0  | 3  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 4                  | 16-25      | 3              |
| 04:00 PM                     | 0  | 2  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 4                  | 16-25      | 4              |
| 04:15 PM                     | 0  | 0  | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 1                  | 21-30      | 1              |
| 04:30 PM                     | 1  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 2                  | 11-20      | 1              |
| 04:45 PM                     | 0  | 2  | 3  | 0  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 7                  | 16-25      | 5              |
| 05:00 PM                     | 0  | 1  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 2                  | 16-25      | 2              |
| 05:15 PM                     | 0  | 0  | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 1                  | 21-30      | 1              |
| 05:30 PM                     | 0  | 1  | 3  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 4                  | 16-25      | 4              |
| 05:45 PM                     | 0  | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 1                  | 16-25      | 1              |
| Day Total                    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |                    |            |                |
| Percent                      |    |    |    |    |    |    |    |    |    |    |    |    |    |     |                    |            |                |
| AM Peak 15-min Vol           |    |    |    |    |    |    |    |    |    |    |    |    |    |     |                    |            |                |
| PM Peak 15-min Vol           |    |    |    |    |    |    |    |    |    |    |    |    |    |     |                    |            |                |
| Comments:                    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |                    |            |                |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: Pyle Rd E of SR-20  |               |              |              |              |               |               |               |               |               |               |               |               |               |               | QC JOB #: 17073016 |            |                   |
|-------------------------------|---------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:            |               |              |              |              |               |               |               |               |               |               |               |               |               |               | DIRECTION: WB      |            |                   |
| CITY/STATE: Nice, CA          |               |              |              |              |               |               |               |               |               |               |               |               |               |               | DATE: Aug 22 2025  |            |                   |
| Start Time                    | 1<br>15       | 16<br>20     | 21<br>25     | 26<br>30     | 31<br>35      | 36<br>40      | 41<br>45      | 46<br>50      | 51<br>55      | 56<br>60      | 61<br>65      | 66<br>70      | 71<br>75      | 76<br>999     | Total              | Pace Speed | Number<br>in Pace |
| 06:00 PM                      | 0             | 0            | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0                  | 1-10       | 0                 |
| 06:15 PM                      | 0             | 0            | 3            | 2            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 5                  | 21-30      | 5                 |
| 06:30 PM                      | 0             | 2            | 2            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 4             | 16-25              | 4          |                   |
| 06:45 PM                      | 0             | 2            | 1            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 3             | 16-25              | 3          |                   |
| 07:00 PM                      | 0             | 0            | 1            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 1             | 16-25              | 1          |                   |
| 07:15 PM                      | 0             | 0            | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 1-10               | 0          |                   |
| 07:30 PM                      | 1             | 0            | 1            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 2             | 16-25              | 1          |                   |
| 07:45 PM                      | 1             | 0            | 2            | 1            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 4             | 21-30              | 3          |                   |
| 08:00 PM                      | 1             | 0            | 1            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 2             | 16-25              | 1          |                   |
| 08:15 PM                      | 0             | 1            | 2            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 3             | 16-25              | 3          |                   |
| 08:30 PM                      | 0             | 0            | 1            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 1             | 16-25              | 1          |                   |
| 08:45 PM                      | 0             | 1            | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 1             | 11-20              | 1          |                   |
| 09:00 PM                      | 0             | 0            | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 1-10               | 0          |                   |
| 09:15 PM                      | 0             | 0            | 3            | 1            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 4             | 21-30              | 4          |                   |
| 09:30 PM                      | 1             | 0            | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 1             | 1-10               | 1          |                   |
| 09:45 PM                      | 0             | 1            | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 1             | 11-20              | 1          |                   |
| 10:00 PM                      | 0             | 1            | 3            | 1            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 5             | 18-27              | 4          |                   |
| 10:15 PM                      | 0             | 0            | 1            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 1             | 16-25              | 1          |                   |
| 10:30 PM                      | 0             | 0            | 0            | 1            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 1             | 21-30              | 1          |                   |
| 10:45 PM                      | 0             | 0            | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 1-10               | 0          |                   |
| 11:00 PM                      | 0             | 0            | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 1-10               | 0          |                   |
| 11:15 PM                      | 0             | 0            | 0            | 1            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 1             | 21-30              | 1          |                   |
| 11:30 PM                      | 0             | 1            | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 1             | 11-20              | 1          |                   |
| 11:45 PM                      | 0             | 0            | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 1-10               | 0          |                   |
| <b>Day Total</b>              | 22            | 34           | 74           | 40           | 8             | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 179                | 21-30      | 114               |
| <b>Percent</b>                | 12.3%         | 19%          | 41.3%        | 22.3%        | 4.5%          | 0.6%          | 0%            | 0%            | 0%            | 0%            | 0%            | 0%            | 0%            | 0%            |                    |            |                   |
|                               |               |              |              |              |               |               |               |               |               |               |               |               |               |               |                    |            |                   |
| <b>AM Peak<br/>15-min Vol</b> | 11:15 AM<br>4 | 3:00 AM<br>1 | 9:30 AM<br>4 | 8:45 AM<br>4 | 11:30 AM<br>2 | 8:00 AM<br>1  | 12:00 AM<br>0 | 12:00 AM<br>0 | 12:00 AM<br>0 | 12:00 AM<br>0 | 12:00 AM<br>0 | 12:00 AM<br>0 | 12:00 AM<br>0 | 12:00 AM<br>0 | 9:00 AM<br>7       |            |                   |
| <b>PM Peak<br/>15-min Vol</b> | 12:15 PM<br>3 | 2:00 PM<br>2 | 3:45 PM<br>3 | 1:00 PM<br>2 | 4:45 PM<br>2  | 12:00 PM<br>0 | 12:00 PM<br>0 | 12:00 PM<br>0 | 12:00 PM<br>0 | 12:00 PM<br>0 | 12:00 PM<br>0 | 12:00 PM<br>0 | 12:00 PM<br>0 | 12:00 PM<br>0 | 4:45 PM<br>7       |            |                   |
| <i>Comments:</i>              |               |              |              |              |               |               |               |               |               |               |               |               |               |               |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

**SUMMARY - Midblock Count - Speed Data**

| <b>LOCATION:</b> Pyle Rd E of SR-20 |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>QC JOB #:</b> 17073016 |  |            |                   |
|-------------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|---------------------------|--|------------|-------------------|
| <b>SPECIFIC LOCATION:</b>           |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DIRECTION:</b> WB      |  |            |                   |
| <b>CITY/STATE:</b> Nice, CA         |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DATE:</b> Aug 22 2025  |  |            |                   |
| Speed Range                         | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999                 | Total  | Pace Speed | Number in<br>Pace |
| <b>Grand Total</b>                  | 22      | 34       | 74       | 40       | 8        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                         | 179  | 21-30      | 114               |
| <b>Percent</b>                      | 12.3%   | 19%      | 41.3%    | 22.3%    | 4.5%     | 0.6%     | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%                        |  |            |                   |
| <b>Cumulative Percent</b>           | 12.3%   | 31.3%    | 72.6%    | 95%      | 99.4%    | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%                      |  |            |                   |
| <b>ADT</b><br>179                   |         |          |          |          |          |          |          |          |          |          |          |          |          |                           | <b>85th Percentile:</b> 27 MPH<br><b>Mean Speed(Average):</b> 22 MPH<br><b>Median:</b> 22 MPH<br><b>Mode:</b> 23 MPH |            |                   |
| <i>Comments:</i>                    |         |          |          |          |          |          |          |          |          |          |          |          |          |                           |  |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Speed Data

| LOCATION: Nice-Lucerne Cutoff W of SR-20 |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073017 |            |                   |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:                       |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: EB      |            |                   |
| CITY/STATE: Nice, CA                     |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                               | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 12:00 AM                                 | 0       | 0        | 0        | 3        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 26-35      | 6                 |
| 12:15 AM                                 | 0       | 0        | 1        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 21-30      | 4                 |
| 12:30 AM                                 | 0       | 0        | 3        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 21-30      | 5                 |
| 12:45 AM                                 | 0       | 0        | 1        | 3        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 26-35      | 5                 |
| 01:00 AM                                 | 0       | 0        | 1        | 4        | 1        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 25-34      | 5                 |
| 01:15 AM                                 | 0       | 1        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 21-30      | 3                 |
| 01:30 AM                                 | 0       | 0        | 1        | 2        | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 26-35      | 5                 |
| 01:45 AM                                 | 0       | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 21-30      | 1                 |
| 02:00 AM                                 | 0       | 0        | 0        | 2        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 26-35      | 4                 |
| 02:15 AM                                 | 0       | 0        | 2        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 21-30      | 4                 |
| 02:30 AM                                 | 0       | 0        | 1        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 21-30      | 2                 |
| 02:45 AM                                 | 0       | 0        | 0        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 21-30      | 2                 |
| 03:00 AM                                 | 0       | 0        | 1        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 21-30      | 2                 |
| 03:15 AM                                 | 0       | 0        | 0        | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 26-35      | 4                 |
| 03:30 AM                                 | 0       | 0        | 0        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 26-35      | 3                 |
| 03:45 AM                                 | 0       | 0        | 0        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 21-30      | 2                 |
| 04:00 AM                                 | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:15 AM                                 | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0                  | 1-10       | 0                 |
| 04:30 AM                                 | 0       | 0        | 2        | 0        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 16-25      | 2                 |
| 04:45 AM                                 | 0       | 0        | 0        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 26-35      | 2                 |
| 05:00 AM                                 | 0       | 0        | 1        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 21-30      | 2                 |
| 05:15 AM                                 | 0       | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 21-30      | 1                 |
| 05:30 AM                                 | 0       | 0        | 1        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 21-30      | 2                 |
| 05:45 AM                                 | 1       | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 21-30      | 1                 |
| Day Total                                |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                                  |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
|  |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol                    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol                    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Comments:                                |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: Nice-Lucerne Cutoff W of SR-20 |         |          |          |          |          |          |          |          |          |          |          |          |          | QC JOB #: 17073017 |       |            |                   |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|-------|------------|-------------------|
| SPECIFIC LOCATION:                       |         |          |          |          |          |          |          |          |          |          |          |          |          | DIRECTION: EB      |       |            |                   |
| CITY/STATE: Nice, CA                     |         |          |          |          |          |          |          |          |          |          |          |          |          | DATE: Aug 22 2025  |       |            |                   |
| Start Time                               | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999          | Total | Pace Speed | Number<br>in Pace |
| 06:00 AM                                 | 0       | 0        | 2        | 4        | 3        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 10    | 26-35      | 7                 |
| 06:15 AM                                 | 0       | 0        | 1        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 3     | 21-30      | 2                 |
| 06:30 AM                                 | 1       | 1        | 0        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 5     | 26-35      | 3                 |
| 06:45 AM                                 | 0       | 0        | 3        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 6     | 21-30      | 6                 |
| 07:00 AM                                 | 0       | 1        | 3        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 7     | 21-30      | 6                 |
| 07:15 AM                                 | 1       | 1        | 1        | 3        | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 10    | 26-35      | 7                 |
| 07:30 AM                                 | 1       | 2        | 3        | 3        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 11    | 21-30      | 6                 |
| 07:45 AM                                 | 1       | 1        | 2        | 5        | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 13    | 26-35      | 9                 |
| 08:00 AM                                 | 3       | 0        | 4        | 12       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 22    | 21-30      | 16                |
| 08:15 AM                                 | 2       | 2        | 6        | 9        | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 23    | 21-30      | 15                |
| 08:30 AM                                 | 5       | 7        | 10       | 7        | 10       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 39    | 16-25      | 17                |
| 08:45 AM                                 | 8       | 8        | 9        | 16       | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 43    | 21-30      | 25                |
| 09:00 AM                                 | 5       | 3        | 3        | 10       | 7        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 28    | 26-35      | 17                |
| 09:15 AM                                 | 4       | 1        | 9        | 17       | 7        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 38    | 21-30      | 26                |
| 09:30 AM                                 | 7       | 1        | 12       | 15       | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 39    | 21-30      | 27                |
| 09:45 AM                                 | 4       | 6        | 15       | 11       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 38    | 21-30      | 26                |
| 10:00 AM                                 | 3       | 2        | 3        | 7        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 18    | 21-30      | 10                |
| 10:15 AM                                 | 3       | 1        | 10       | 13       | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 31    | 21-30      | 23                |
| 10:30 AM                                 | 12      | 5        | 12       | 13       | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1                  | 48    | 21-30      | 25                |
| 10:45 AM                                 | 5       | 3        | 11       | 10       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 32    | 21-30      | 21                |
| 11:00 AM                                 | 6       | 1        | 9        | 16       | 8        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 40    | 21-30      | 25                |
| 11:15 AM                                 | 5       | 3        | 7        | 17       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 33    | 21-30      | 24                |
| 11:30 AM                                 | 5       | 2        | 17       | 12       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 36    | 21-30      | 29                |
| 11:45 AM                                 | 7       | 1        | 12       | 19       | 4        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 44    | 21-30      | 31                |
| Day Total                                |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |
| Percent                                  |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |
|  |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |
| AM Peak<br>15-min Vol                    |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |
| PM Peak<br>15-min Vol                    |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |
| Comments:                                |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: Nice-Lucerne Cutoff W of SR-20 |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073017 |            |                   |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:                       |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: EB      |            |                   |
| CITY/STATE: Nice, CA                     |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                               | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 12:00 PM                                 | 3       | 4        | 20       | 15       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 45                 | 21-30      | 35                |
| 12:15 PM                                 | 9       | 3        | 20       | 23       | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 59                 | 21-30      | 43                |
| 12:30 PM                                 | 7       | 2        | 14       | 14       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 37                 | 21-30      | 28                |
| 12:45 PM                                 | 11      | 9        | 10       | 13       | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 47                 | 21-30      | 23                |
| 01:00 PM                                 | 5       | 1        | 9        | 12       | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 31                 | 21-30      | 21                |
| 01:15 PM                                 | 4       | 5        | 13       | 21       | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 47                 | 21-30      | 34                |
| 01:30 PM                                 | 4       | 2        | 16       | 21       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 46                 | 21-30      | 37                |
| 01:45 PM                                 | 4       | 3        | 20       | 17       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 47                 | 21-30      | 37                |
| 02:00 PM                                 | 9       | 0        | 5        | 33       | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 52                 | 21-30      | 38                |
| 02:15 PM                                 | 6       | 5        | 7        | 27       | 8        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 54                 | 26-35      | 35                |
| 02:30 PM                                 | 9       | 7        | 11       | 16       | 7        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 53                 | 21-30      | 27                |
| 02:45 PM                                 | 8       | 3        | 11       | 20       | 11       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 53                 | 21-30      | 31                |
| 03:00 PM                                 | 4       | 1        | 6        | 17       | 13       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 44                 | 26-35      | 30                |
| 03:15 PM                                 | 4       | 2        | 6        | 22       | 10       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 44                 | 26-35      | 32                |
| 03:30 PM                                 | 6       | 2        | 7        | 25       | 13       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 54                 | 26-35      | 38                |
| 03:45 PM                                 | 12      | 8        | 11       | 18       | 12       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 63                 | 26-35      | 30                |
| 04:00 PM                                 | 10      | 6        | 6        | 24       | 11       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 57                 | 26-35      | 35                |
| 04:15 PM                                 | 8       | 5        | 6        | 18       | 18       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 57                 | 26-35      | 36                |
| 04:30 PM                                 | 14      | 10       | 13       | 19       | 9        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 65                 | 21-30      | 32                |
| 04:45 PM                                 | 9       | 7        | 14       | 26       | 13       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 72                 | 21-30      | 40                |
| 05:00 PM                                 | 11      | 1        | 9        | 23       | 12       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 57                 | 26-35      | 35                |
| 05:15 PM                                 | 7       | 5        | 12       | 18       | 15       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 58                 | 26-35      | 33                |
| 05:30 PM                                 | 3       | 4        | 6        | 17       | 25       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 55                 | 26-35      | 42                |
| 05:45 PM                                 | 7       | 6        | 8        | 22       | 13       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 58                 | 26-35      | 35                |
| Day Total                                |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                                  |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol                    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol                    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Comments:                                |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: Nice-Lucerne Cutoff W of SR-20 |                |               |                |                |               |              |              |               |               |               |               |               |               |               | QC JOB #: 17073017 |            |                   |
|--|----------------|---------------|----------------|----------------|---------------|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:                       |                |               |                |                |               |              |              |               |               |               |               |               |               |               | DIRECTION: EB      |            |                   |
| CITY/STATE: Nice, CA                     |                |               |                |                |               |              |              |               |               |               |               |               |               |               | DATE: Aug 22 2025  |            |                   |
| Start Time                               | 1<br>15        | 16<br>20      | 21<br>25       | 26<br>30       | 31<br>35      | 36<br>40     | 41<br>45     | 46<br>50      | 51<br>55      | 56<br>60      | 61<br>65      | 66<br>70      | 71<br>75      | 76<br>999     | Total              | Pace Speed | Number<br>in Pace |
| 06:00 PM                                 | 7              | 2             | 9              | 37             | 10            | 1            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 66                 | 26-35      | 47                |
| 06:15 PM                                 | 6              | 3             | 9              | 23             | 8             | 2            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 51                 | 21-30      | 32                |
| 06:30 PM                                 | 7              | 10            | 9              | 26             | 11            | 2            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 65                 | 26-35      | 37                |
| 06:45 PM                                 | 4              | 3             | 7              | 21             | 13            | 2            | 1            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 51                 | 26-35      | 34                |
| 07:00 PM                                 | 4              | 5             | 5              | 20             | 18            | 1            | 1            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 54                 | 26-35      | 38                |
| 07:15 PM                                 | 1              | 2             | 3              | 15             | 17            | 3            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 41                 | 26-35      | 32                |
| 07:30 PM                                 | 2              | 3             | 8              | 17             | 17            | 5            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 1             | 53                 | 26-35      | 34                |
| 07:45 PM                                 | 3              | 0             | 9              | 20             | 8             | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 40                 | 21-30      | 29                |
| 08:00 PM                                 | 3              | 1             | 15             | 14             | 12            | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 45                 | 21-30      | 29                |
| 08:15 PM                                 | 4              | 0             | 4              | 18             | 10            | 3            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 39                 | 26-35      | 28                |
| 08:30 PM                                 | 7              | 4             | 7              | 14             | 10            | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 42                 | 26-35      | 24                |
| 08:45 PM                                 | 1              | 5             | 3              | 22             | 7             | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 38                 | 26-35      | 29                |
| 09:00 PM                                 | 5              | 2             | 6              | 23             | 5             | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 41                 | 21-30      | 29                |
| 09:15 PM                                 | 7              | 2             | 16             | 13             | 9             | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 47                 | 21-30      | 29                |
| 09:30 PM                                 | 5              | 3             | 15             | 14             | 1             | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 38                 | 21-30      | 29                |
| 09:45 PM                                 | 6              | 2             | 10             | 8              | 3             | 1            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 30                 | 21-30      | 18                |
| 10:00 PM                                 | 1              | 3             | 14             | 16             | 3             | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 37                 | 21-30      | 30                |
| 10:15 PM                                 | 12             | 10            | 20             | 17             | 1             | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 60                 | 21-30      | 37                |
| 10:30 PM                                 | 1              | 8             | 5              | 17             | 4             | 1            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 36                 | 21-30      | 22                |
| 10:45 PM                                 | 1              | 0             | 16             | 13             | 3             | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 33                 | 21-30      | 29                |
| 11:00 PM                                 | 6              | 2             | 14             | 13             | 1             | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 36                 | 21-30      | 27                |
| 11:15 PM                                 | 1              | 2             | 13             | 19             | 4             | 1            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 40                 | 21-30      | 32                |
| 11:30 PM                                 | 0              | 2             | 6              | 17             | 8             | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 33                 | 26-35      | 25                |
| 11:45 PM                                 | 0              | 1             | 0              | 7              | 5             | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 13                 | 26-35      | 12                |
| <b>Day Total</b>                         | 357            | 229           | 664            | 1172           | 505           | 51           | 4            | 0             | 0             | 0             | 0             | 0             | 0             | 2             | 2984               | 21-30      | 1836              |
| <b>Percent</b>                           | 12%            | 7.7%          | 22.3%          | 39.3%          | 16.9%         | 1.7%         | 0.1%         | 0%            | 0%            | 0%            | 0%            | 0%            | 0%            | 0.1%          |                    |            |                   |
|  |                |               |                |                |               |              |              |               |               |               |               |               |               |               |                    |            |                   |
| <b>AM Peak<br/>15-min Vol</b>            | 10:30 AM<br>12 | 8:45 AM<br>8  | 11:30 AM<br>17 | 11:45 AM<br>19 | 8:30 AM<br>10 | 1:00 AM<br>2 | 1:00 AM<br>1 | 12:00 AM<br>0 | 12:00 AM<br>0 | 12:00 AM<br>0 | 12:00 AM<br>0 | 12:00 AM<br>0 | 12:00 AM<br>0 | 10:30 AM<br>1 | 10:30 AM<br>48     |            |                   |
| <b>PM Peak<br/>15-min Vol</b>            | 4:30 PM<br>14  | 4:30 PM<br>10 | 12:00 PM<br>20 | 6:00 PM<br>37  | 5:30 PM<br>25 | 7:30 PM<br>5 | 6:45 PM<br>1 | 12:00 PM<br>0 | 12:00 PM<br>0 | 12:00 PM<br>0 | 12:00 PM<br>0 | 12:00 PM<br>0 | 12:00 PM<br>0 | 7:30 PM<br>1  | 4:45 PM<br>72      |            |                   |
| <i>Comments:</i>                         |                |               |                |                |               |              |              |               |               |               |               |               |               |               |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

**SUMMARY - Midblock Count - Speed Data**

| <b>LOCATION:</b> Nice-Lucerne Cutoff W of SR-20 |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>QC JOB #:</b> 17073017 |  |            |                   |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|---------------------------|--|------------|-------------------|
| <b>SPECIFIC LOCATION:</b>                       |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DIRECTION:</b> EB      |  |            |                   |
| <b>CITY/STATE:</b> Nice, CA                     |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DATE:</b> Aug 22 2025  |  |            |                   |
| Speed Range                                     | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999                 | Total  | Pace Speed | Number in<br>Pace |
| <b>Grand Total</b>                              | 357     | 229      | 664      | 1172     | 505      | 51       | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 2                         | 2984   | 21-30      | 1836              |
| <b>Percent</b>                                  | 12%     | 7.7%     | 22.3%    | 39.3%    | 16.9%    | 1.7%     | 0.1%     | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0.1%                      |  |            |                   |
| <b>Cumulative Percent</b>                       | 12%     | 19.6%    | 41.9%    | 81.2%    | 98.1%    | 99.8%    | 99.9%    | 99.9%    | 99.9%    | 99.9%    | 99.9%    | 99.9%    | 99.9%    | 100%                      |  |            |                   |
| <b>ADT<br/>2984</b>                             |         |          |          |          |          |          |          |          |          |          |          |          |          |                           | <b>85th Percentile:</b> 31 MPH<br><b>Mean Speed(Average):</b> 26 MPH<br><b>Median:</b> 26 MPH<br><b>Mode:</b> 28 MPH |            |                   |
| <i>Comments:</i>                                |         |          |          |          |          |          |          |          |          |          |          |          |          |                           |  |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Speed Data

| LOCATION: Nice-Lucerne Cutoff W of SR-20 |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073017 |            |                   |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:                       |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: WB      |            |                   |
| CITY/STATE: Nice, CA                     |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                               | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 12:00 AM                                 | 0       | 0        | 0        | 2        | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 26-35      | 5                 |
| 12:15 AM                                 | 0       | 0        | 0        | 0        | 1        | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 31-40      | 5                 |
| 12:30 AM                                 | 0       | 0        | 0        | 1        | 2        | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 31-40      | 5                 |
| 12:45 AM                                 | 0       | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 21-30      | 1                 |
| 01:00 AM                                 | 0       | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 26-35      | 1                 |
| 01:15 AM                                 | 0       | 0        | 0        | 0        | 1        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 36-45      | 3                 |
| 01:30 AM                                 | 0       | 0        | 0        | 0        | 1        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 31-40      | 2                 |
| 01:45 AM                                 | 0       | 0        | 0        | 2        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 21-30      | 2                 |
| 02:00 AM                                 | 0       | 0        | 0        | 1        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 26-35      | 2                 |
| 02:15 AM                                 | 1       | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 26-35      | 1                 |
| 02:30 AM                                 | 0       | 0        | 0        | 0        | 1        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 31-40      | 2                 |
| 02:45 AM                                 | 0       | 0        | 0        | 1        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 21-30      | 1                 |
| 03:00 AM                                 | 0       | 1        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 21-30      | 3                 |
| 03:15 AM                                 | 0       | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 21-30      | 1                 |
| 03:30 AM                                 | 0       | 0        | 0        | 0        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 26-35      | 2                 |
| 03:45 AM                                 | 0       | 0        | 0        | 0        | 0        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 36-45      | 2                 |
| 04:00 AM                                 | 0       | 0        | 0        | 1        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 26-35      | 3                 |
| 04:15 AM                                 | 0       | 0        | 0        | 0        | 2        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 31-40      | 3                 |
| 04:30 AM                                 | 0       | 0        | 0        | 0        | 0        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2                  | 31-40      | 2                 |
| 04:45 AM                                 | 0       | 0        | 0        | 0        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 31-40      | 3                 |
| 05:00 AM                                 | 0       | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 26-35      | 1                 |
| 05:15 AM                                 | 0       | 0        | 0        | 0        | 3        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 31-40      | 5                 |
| 05:30 AM                                 | 0       | 0        | 0        | 2        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 26-35      | 4                 |
| 05:45 AM                                 | 0       | 0        | 0        | 1        | 3        | 6        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 10                 | 31-40      | 9                 |
| Day Total                                |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                                  |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol                    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol                    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Comments:                                |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: Nice-Lucerne Cutoff W of SR-20 |         |          |          |          |          |          |          |          |          |          |          |          |          | QC JOB #: 17073017 |       |            |                   |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|-------|------------|-------------------|
| SPECIFIC LOCATION:                       |         |          |          |          |          |          |          |          |          |          |          |          |          | DIRECTION: WB      |       |            |                   |
| CITY/STATE: Nice, CA                     |         |          |          |          |          |          |          |          |          |          |          |          |          | DATE: Aug 22 2025  |       |            |                   |
| Start Time                               | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999          | Total | Pace Speed | Number<br>in Pace |
| 06:00 AM                                 | 0       | 2        | 0        | 1        | 1        | 0        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 6     | 11-20      | 2                 |
| 06:15 AM                                 | 0       | 1        | 1        | 1        | 2        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 7     | 31-40      | 3                 |
| 06:30 AM                                 | 1       | 0        | 0        | 1        | 5        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 8     | 29-38      | 6                 |
| 06:45 AM                                 | 2       | 1        | 1        | 6        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 13    | 26-35      | 9                 |
| 07:00 AM                                 | 0       | 0        | 1        | 8        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 10    | 21-30      | 9                 |
| 07:15 AM                                 | 2       | 1        | 3        | 2        | 7        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 15    | 26-35      | 9                 |
| 07:30 AM                                 | 2       | 1        | 6        | 8        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 19    | 21-30      | 14                |
| 07:45 AM                                 | 2       | 4        | 4        | 18       | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 33    | 26-35      | 23                |
| 08:00 AM                                 | 4       | 2        | 6        | 16       | 8        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 38    | 26-35      | 24                |
| 08:15 AM                                 | 4       | 2        | 3        | 10       | 3        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 25    | 21-30      | 13                |
| 08:30 AM                                 | 4       | 5        | 7        | 25       | 11       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 53    | 26-35      | 36                |
| 08:45 AM                                 | 3       | 2        | 6        | 24       | 15       | 2        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 54    | 26-35      | 39                |
| 09:00 AM                                 | 3       | 6        | 3        | 29       | 31       | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 76    | 26-35      | 60                |
| 09:15 AM                                 | 3       | 8        | 5        | 16       | 14       | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 51    | 26-35      | 30                |
| 09:30 AM                                 | 3       | 2        | 3        | 20       | 7        | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 40    | 26-35      | 27                |
| 09:45 AM                                 | 2       | 4        | 8        | 30       | 16       | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 64    | 26-35      | 46                |
| 10:00 AM                                 | 7       | 8        | 5        | 22       | 12       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 55    | 26-35      | 34                |
| 10:15 AM                                 | 4       | 8        | 4        | 9        | 12       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 38    | 26-35      | 21                |
| 10:30 AM                                 | 2       | 2        | 1        | 19       | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 28    | 26-35      | 22                |
| 10:45 AM                                 | 5       | 5        | 5        | 21       | 9        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 46    | 26-35      | 30                |
| 11:00 AM                                 | 2       | 7        | 9        | 20       | 9        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 49    | 24-33      | 29                |
| 11:15 AM                                 | 4       | 7        | 11       | 25       | 8        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 56    | 21-30      | 36                |
| 11:30 AM                                 | 2       | 6        | 17       | 23       | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 52    | 21-30      | 40                |
| 11:45 AM                                 | 4       | 3        | 14       | 19       | 6        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 46    | 21-30      | 33                |
| Day Total                                |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |
| Percent                                  |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |
| AM Peak<br>15-min Vol                    |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |
| PM Peak<br>15-min Vol                    |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |
| Comments:                                |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: Nice-Lucerne Cutoff W of SR-20 |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073017 |            |                   |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:                       |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: WB      |            |                   |
| CITY/STATE: Nice, CA                     |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                               | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 12:00 PM                                 | 1       | 9        | 6        | 24       | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 44                 | 21-30      | 30                |
| 12:15 PM                                 | 12      | 6        | 15       | 23       | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 61                 | 21-30      | 38                |
| 12:30 PM                                 | 3       | 7        | 9        | 20       | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 42                 | 21-30      | 29                |
| 12:45 PM                                 | 2       | 9        | 12       | 24       | 10       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 57                 | 21-30      | 36                |
| 01:00 PM                                 | 3       | 9        | 4        | 18       | 7        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 42                 | 26-35      | 25                |
| 01:15 PM                                 | 6       | 3        | 12       | 18       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 42                 | 21-30      | 30                |
| 01:30 PM                                 | 9       | 8        | 11       | 14       | 7        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 49                 | 21-30      | 25                |
| 01:45 PM                                 | 2       | 5        | 7        | 22       | 14       | 6        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 56                 | 26-35      | 36                |
| 02:00 PM                                 | 5       | 8        | 0        | 16       | 18       | 5        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 54                 | 26-35      | 34                |
| 02:15 PM                                 | 5       | 5        | 6        | 13       | 20       | 6        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 55                 | 26-35      | 33                |
| 02:30 PM                                 | 3       | 11       | 5        | 7        | 18       | 6        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 51                 | 26-35      | 25                |
| 02:45 PM                                 | 3       | 4        | 1        | 11       | 12       | 6        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 37                 | 26-35      | 23                |
| 03:00 PM                                 | 6       | 7        | 5        | 8        | 21       | 6        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 54                 | 26-35      | 29                |
| 03:15 PM                                 | 7       | 5        | 5        | 4        | 20       | 6        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 48                 | 31-40      | 26                |
| 03:30 PM                                 | 2       | 9        | 1        | 6        | 32       | 5        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 56                 | 26-35      | 38                |
| 03:45 PM                                 | 9       | 4        | 5        | 13       | 19       | 12       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 63                 | 26-35      | 32                |
| 04:00 PM                                 | 8       | 3        | 2        | 5        | 23       | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 46                 | 26-35      | 28                |
| 04:15 PM                                 | 8       | 13       | 1        | 12       | 21       | 7        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 62                 | 26-35      | 33                |
| 04:30 PM                                 | 5       | 10       | 9        | 4        | 23       | 7        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 59                 | 31-40      | 30                |
| 04:45 PM                                 | 3       | 7        | 8        | 17       | 16       | 9        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 63                 | 26-35      | 33                |
| 05:00 PM                                 | 11      | 7        | 5        | 6        | 31       | 12       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 73                 | 31-40      | 43                |
| 05:15 PM                                 | 3       | 7        | 5        | 10       | 23       | 9        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 57                 | 26-35      | 33                |
| 05:30 PM                                 | 5       | 9        | 5        | 8        | 25       | 15       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 70                 | 31-40      | 40                |
| 05:45 PM                                 | 12      | 7        | 4        | 5        | 13       | 7        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 48                 | 31-40      | 20                |
| Day Total                                |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                                  |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol                    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol                    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Comments:                                |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: Nice-Lucerne Cutoff W of SR-20 |                |               |                |                |               |               |              |               |               |               |               |               |               |               | QC JOB #: 17073017 |            |                   |
|--|----------------|---------------|----------------|----------------|---------------|---------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:                       |                |               |                |                |               |               |              |               |               |               |               |               |               |               | DIRECTION: WB      |            |                   |
| CITY/STATE: Nice, CA                     |                |               |                |                |               |               |              |               |               |               |               |               |               |               | DATE: Aug 22 2025  |            |                   |
| Start Time                               | 1<br>15        | 16<br>20      | 21<br>25       | 26<br>30       | 31<br>35      | 36<br>40      | 41<br>45     | 46<br>50      | 51<br>55      | 56<br>60      | 61<br>65      | 66<br>70      | 71<br>75      | 76<br>999     | Total              | Pace Speed | Number<br>in Pace |
| 06:00 PM                                 | 3              | 4             | 5              | 3              | 18            | 13            | 1            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 47                 | 31-40      | 31                |
| 06:15 PM                                 | 2              | 12            | 8              | 11             | 22            | 9             | 2            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 66                 | 26-35      | 33                |
| 06:30 PM                                 | 5              | 7             | 7              | 8              | 15            | 10            | 3            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 55                 | 31-40      | 25                |
| 06:45 PM                                 | 5              | 8             | 4              | 3              | 10            | 12            | 0            | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 43                 | 31-40      | 22                |
| 07:00 PM                                 | 1              | 4             | 3              | 4              | 13            | 6             | 1            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 32                 | 31-40      | 19                |
| 07:15 PM                                 | 2              | 6             | 0              | 7              | 14            | 11            | 2            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 42                 | 31-40      | 25                |
| 07:30 PM                                 | 5              | 7             | 2              | 4              | 14            | 10            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 42                 | 31-40      | 24                |
| 07:45 PM                                 | 1              | 9             | 4              | 4              | 14            | 6             | 1            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 39                 | 31-40      | 20                |
| 08:00 PM                                 | 1              | 6             | 1              | 4              | 14            | 3             | 1            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 30                 | 26-35      | 18                |
| 08:15 PM                                 | 5              | 5             | 3              | 7              | 12            | 6             | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 38                 | 26-35      | 19                |
| 08:30 PM                                 | 7              | 6             | 1              | 7              | 12            | 6             | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 39                 | 26-35      | 19                |
| 08:45 PM                                 | 2              | 11            | 0              | 7              | 9             | 7             | 1            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 37                 | 26-35      | 16                |
| 09:00 PM                                 | 4              | 8             | 2              | 7              | 13            | 3             | 1            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 38                 | 26-35      | 20                |
| 09:15 PM                                 | 2              | 5             | 2              | 6              | 7             | 2             | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 24                 | 26-35      | 13                |
| 09:30 PM                                 | 2              | 5             | 2              | 7              | 6             | 2             | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 24                 | 26-35      | 13                |
| 09:45 PM                                 | 2              | 8             | 1              | 3              | 10            | 4             | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 28                 | 31-40      | 14                |
| 10:00 PM                                 | 2              | 5             | 1              | 5              | 12            | 4             | 1            | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 31                 | 26-35      | 17                |
| 10:15 PM                                 | 1              | 0             | 2              | 2              | 16            | 2             | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 23                 | 26-35      | 18                |
| 10:30 PM                                 | 1              | 1             | 2              | 4              | 5             | 3             | 1            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 17                 | 26-35      | 9                 |
| 10:45 PM                                 | 2              | 3             | 1              | 6              | 7             | 6             | 1            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 26                 | 26-35      | 13                |
| 11:00 PM                                 | 1              | 0             | 0              | 3              | 4             | 4             | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 12                 | 31-40      | 8                 |
| 11:15 PM                                 | 0              | 0             | 0              | 3              | 3             | 0             | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 6                  | 26-35      | 6                 |
| 11:30 PM                                 | 0              | 0             | 0              | 1              | 8             | 5             | 1            | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 16                 | 31-40      | 13                |
| 11:45 PM                                 | 0              | 0             | 0              | 2              | 7             | 3             | 2            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 14                 | 31-40      | 10                |
| <b>Day Total</b>                         | 255            | 380           | 319            | 813            | 874           | 330           | 48           | 3             | 0             | 0             | 0             | 0             | 0             | 0             | 3022               | 26-35      | 1687              |
| <b>Percent</b>                           | 8.4%           | 12.6%         | 10.6%          | 26.9%          | 28.9%         | 10.9%         | 1.6%         | 0.1%          | 0%            | 0%            | 0%            | 0%            | 0%            | 0%            |                    |            |                   |
|  |                |               |                |                |               |               |              |               |               |               |               |               |               |               |                    |            |                   |
| <b>AM Peak<br/>15-min Vol</b>            | 10:00 AM<br>7  | 9:15 AM<br>8  | 11:30 AM<br>17 | 9:45 AM<br>30  | 9:00 AM<br>31 | 5:45 AM<br>6  | 6:00 AM<br>2 | 12:00 AM<br>0 | 12:00 AM<br>0 | 12:00 AM<br>0 | 12:00 AM<br>0 | 12:00 AM<br>0 | 12:00 AM<br>0 | 12:00 AM<br>0 | 9:00 AM<br>76      |            |                   |
| <b>PM Peak<br/>15-min Vol</b>            | 12:15 PM<br>12 | 4:15 PM<br>13 | 12:15 PM<br>15 | 12:00 PM<br>24 | 3:30 PM<br>32 | 5:30 PM<br>15 | 4:45 PM<br>3 | 6:45 PM<br>1  | 12:00 PM<br>0 | 12:00 PM<br>0 | 12:00 PM<br>0 | 12:00 PM<br>0 | 12:00 PM<br>0 | 12:00 PM<br>0 | 5:00 PM<br>73      |            |                   |
| <i>Comments:</i>                         |                |               |                |                |               |               |              |               |               |               |               |               |               |               |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

**SUMMARY - Midblock Count - Speed Data**

| <b>LOCATION:</b> Nice-Lucerne Cutoff W of SR-20 |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>QC JOB #:</b> 17073017 |  |            |                   |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|---------------------------|--|------------|-------------------|
| <b>SPECIFIC LOCATION:</b>                       |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DIRECTION:</b> WB      |  |            |                   |
| <b>CITY/STATE:</b> Nice, CA                     |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DATE:</b> Aug 22 2025  |  |            |                   |
| Speed Range                                     | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999                 | Total  | Pace Speed | Number in<br>Pace |
| <b>Grand Total</b>                              | 255     | 380      | 319      | 813      | 874      | 330      | 48       | 3        | 0        | 0        | 0        | 0        | 0        | 0                         | 3022   | 26-35      | 1687              |
| <b>Percent</b>                                  | 8.4%    | 12.6%    | 10.6%    | 26.9%    | 28.9%    | 10.9%    | 1.6%     | 0.1%     | 0%       | 0%       | 0%       | 0%       | 0%       | 0%                        |  |            |                   |
| <b>Cumulative Percent</b>                       | 8.4%    | 21%      | 31.6%    | 58.5%    | 87.4%    | 98.3%    | 99.9%    | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%                      |  |            |                   |
| <b>ADT<br/>3022</b>                             |         |          |          |          |          |          |          |          |          |          |          |          |          |                           | <b>85th Percentile:</b> 34 MPH<br><b>Mean Speed(Average):</b> 28 MPH<br><b>Median:</b> 28 MPH<br><b>Mode:</b> 33 MPH |            |                   |
| <i>Comments:</i>                                |         |          |          |          |          |          |          |          |          |          |          |          |          |                           |  |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Speed Data

| LOCATION: SR-20 N of Pyle Rd |         |          |          |          |          |          |          |          |          |          |          |          |          | QC JOB #: 17073018 |       |            |                   |
|------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|-------|------------|-------------------|
| SPECIFIC LOCATION:           |         |          |          |          |          |          |          |          |          |          |          |          |          | DIRECTION: NB      |       |            |                   |
| CITY/STATE: Lake, CA         |         |          |          |          |          |          |          |          |          |          |          |          |          | DATE: Aug 22 2025  |       |            |                   |
| Start Time                   | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999          | Total | Pace Speed | Number<br>in Pace |
| 12:00 AM                     | 0       | 0        | 2        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 4     | 21-30      | 4                 |
| 12:15 AM                     | 0       | 0        | 0        | 4        | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 8     | 26-35      | 7                 |
| 12:30 AM                     | 0       | 0        | 1        | 1        | 1        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 6     | 31-40      | 4                 |
| 12:45 AM                     | 0       | 0        | 0        | 3        | 4        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 9     | 26-35      | 7                 |
| 01:00 AM                     | 0       | 0        | 1        | 0        | 1        | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 6     | 31-40      | 5                 |
| 01:15 AM                     | 0       | 0        | 1        | 1        | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 6     | 28-37      | 4                 |
| 01:30 AM                     | 0       | 0        | 1        | 0        | 3        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 7     | 31-40      | 5                 |
| 01:45 AM                     | 0       | 0        | 0        | 2        | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 6     | 26-35      | 6                 |
| 02:00 AM                     | 0       | 0        | 0        | 1        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 4     | 31-40      | 3                 |
| 02:15 AM                     | 0       | 0        | 0        | 1        | 5        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 7     | 26-35      | 6                 |
| 02:30 AM                     | 0       | 0        | 1        | 3        | 4        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 9     | 26-35      | 7                 |
| 02:45 AM                     | 0       | 0        | 3        | 1        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 7     | 21-30      | 4                 |
| 03:00 AM                     | 0       | 0        | 2        | 1        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 5     | 21-30      | 3                 |
| 03:15 AM                     | 0       | 0        | 1        | 3        | 1        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 8     | 23-32      | 4                 |
| 03:30 AM                     | 0       | 0        | 2        | 5        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 10    | 25-34      | 7                 |
| 03:45 AM                     | 0       | 0        | 1        | 4        | 2        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 10    | 26-35      | 6                 |
| 04:00 AM                     | 0       | 0        | 3        | 1        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 7     | 21-30      | 4                 |
| 04:15 AM                     | 0       | 0        | 1        | 5        | 6        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 14    | 26-35      | 11                |
| 04:30 AM                     | 0       | 0        | 1        | 3        | 9        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 16    | 26-35      | 12                |
| 04:45 AM                     | 0       | 1        | 5        | 7        | 5        | 5        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 24    | 21-30      | 12                |
| 05:00 AM                     | 0       | 0        | 1        | 6        | 9        | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 20    | 26-35      | 15                |
| 05:15 AM                     | 0       | 0        | 5        | 6        | 17       | 3        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0                  | 32    | 26-35      | 23                |
| 05:30 AM                     | 0       | 0        | 4        | 9        | 12       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 25    | 26-35      | 21                |
| 05:45 AM                     | 0       | 0        | 8        | 9        | 15       | 8        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 41    | 26-35      | 24                |
| Day Total                    |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |
| Percent                      |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |
| AM Peak<br>15-min Vol        |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |
| PM Peak<br>15-min Vol        |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |
| Comments:                    |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: SR-20 N of Pyle Rd |         |          |          |          |          |          |          |          |          |          |          |          |          | QC JOB #: 17073018 |       |            |                   |
|------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|-------|------------|-------------------|
| SPECIFIC LOCATION:           |         |          |          |          |          |          |          |          |          |          |          |          |          | DIRECTION: NB      |       |            |                   |
| CITY/STATE: Lake, CA         |         |          |          |          |          |          |          |          |          |          |          |          |          | DATE: Aug 22 2025  |       |            |                   |
| Start Time                   | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999          | Total | Pace Speed | Number<br>in Pace |
| 06:00 AM                     | 0       | 1        | 5        | 6        | 28       | 7        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 48    | 31-40      | 35                |
| 06:15 AM                     | 0       | 1        | 6        | 10       | 24       | 10       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 53    | 26-35      | 34                |
| 06:30 AM                     | 0       | 8        | 8        | 9        | 22       | 10       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 57    | 31-40      | 32                |
| 06:45 AM                     | 0       | 0        | 6        | 15       | 38       | 9        | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 73    | 26-35      | 53                |
| 07:00 AM                     | 0       | 1        | 10       | 18       | 39       | 17       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 85    | 26-35      | 57                |
| 07:15 AM                     | 0       | 0        | 2        | 22       | 60       | 25       | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0                  | 111   | 31-40      | 85                |
| 07:30 AM                     | 0       | 0        | 11       | 16       | 87       | 19       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 133   | 31-40      | 106               |
| 07:45 AM                     | 0       | 0        | 5        | 24       | 60       | 36       | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0                  | 127   | 31-40      | 96                |
| 08:00 AM                     | 0       | 0        | 3        | 14       | 33       | 14       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 64    | 26-35      | 47                |
| 08:15 AM                     | 0       | 0        | 2        | 13       | 48       | 16       | 0        | 2        | 0        | 0        | 0        | 0        | 0        | 0                  | 81    | 31-40      | 64                |
| 08:30 AM                     | 0       | 0        | 6        | 15       | 31       | 14       | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 71    | 26-35      | 46                |
| 08:45 AM                     | 0       | 1        | 3        | 19       | 16       | 13       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 52    | 26-35      | 35                |
| 09:00 AM                     | 1       | 0        | 2        | 23       | 36       | 14       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 76    | 26-35      | 59                |
| 09:15 AM                     | 0       | 1        | 3        | 28       | 40       | 8        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 82    | 26-35      | 68                |
| 09:30 AM                     | 0       | 0        | 3        | 17       | 41       | 15       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 76    | 26-35      | 58                |
| 09:45 AM                     | 1       | 0        | 3        | 22       | 36       | 8        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 70    | 26-35      | 58                |
| 10:00 AM                     | 0       | 1        | 1        | 14       | 46       | 9        | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0                  | 72    | 26-35      | 60                |
| 10:15 AM                     | 1       | 0        | 4        | 14       | 28       | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 51    | 26-35      | 42                |
| 10:30 AM                     | 1       | 0        | 5        | 13       | 39       | 7        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 66    | 26-35      | 52                |
| 10:45 AM                     | 3       | 0        | 6        | 17       | 56       | 10       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 92    | 26-35      | 73                |
| 11:00 AM                     | 1       | 2        | 12       | 43       | 37       | 9        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 104   | 26-35      | 80                |
| 11:15 AM                     | 1       | 0        | 4        | 17       | 48       | 14       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 84    | 26-35      | 65                |
| 11:30 AM                     | 2       | 2        | 4        | 23       | 45       | 15       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 93    | 26-35      | 68                |
| 11:45 AM                     | 0       | 1        | 1        | 26       | 45       | 11       | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0                  | 87    | 26-35      | 71                |
| Day Total                    |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |
| Percent                      |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |
| AM Peak<br>15-min Vol        |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |
| PM Peak<br>15-min Vol        |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |
| <i>Comments:</i>             |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: SR-20 N of Pyle Rd |         |          |          |          |          |          |          |          |          |          |          |          |          | QC JOB #: 17073018 |       |            |                   |
|------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|-------|------------|-------------------|
| SPECIFIC LOCATION:           |         |          |          |          |          |          |          |          |          |          |          |          |          | DIRECTION: NB      |       |            |                   |
| CITY/STATE: Lake, CA         |         |          |          |          |          |          |          |          |          |          |          |          |          | DATE: Aug 22 2025  |       |            |                   |
| Start Time                   | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999          | Total | Pace Speed | Number<br>in Pace |
| 12:00 PM                     | 1       | 0        | 1        | 18       | 53       | 16       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 90    | 26-35      | 71                |
| 12:15 PM                     | 0       | 0        | 2        | 15       | 60       | 16       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 93    | 31-40      | 76                |
| 12:30 PM                     | 0       | 0        | 2        | 24       | 60       | 13       | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0                  | 100   | 26-35      | 84                |
| 12:45 PM                     | 2       | 0        | 1        | 21       | 60       | 16       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 101   | 26-35      | 81                |
| 01:00 PM                     | 0       | 0        | 2        | 20       | 53       | 21       | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0                  | 98    | 31-40      | 74                |
| 01:15 PM                     | 0       | 0        | 0        | 7        | 62       | 21       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 92    | 31-40      | 83                |
| 01:30 PM                     | 2       | 0        | 1        | 18       | 63       | 14       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 99    | 26-35      | 81                |
| 01:45 PM                     | 2       | 0        | 1        | 15       | 61       | 20       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 99    | 31-40      | 81                |
| 02:00 PM                     | 4       | 0        | 2        | 18       | 56       | 16       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 99    | 26-35      | 74                |
| 02:15 PM                     | 11      | 0        | 3        | 21       | 58       | 20       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 115   | 26-35      | 79                |
| 02:30 PM                     | 9       | 0        | 5        | 12       | 64       | 21       | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0                  | 113   | 31-40      | 85                |
| 02:45 PM                     | 1       | 0        | 0        | 27       | 73       | 20       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 123   | 26-35      | 100               |
| 03:00 PM                     | 5       | 2        | 0        | 28       | 62       | 14       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 111   | 26-35      | 90                |
| 03:15 PM                     | 4       | 0        | 1        | 16       | 57       | 19       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 99    | 31-40      | 76                |
| 03:30 PM                     | 6       | 0        | 0        | 25       | 61       | 19       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 114   | 26-35      | 86                |
| 03:45 PM                     | 1       | 0        | 0        | 13       | 57       | 23       | 1        | 2        | 0        | 0        | 0        | 0        | 0        | 0                  | 97    | 31-40      | 80                |
| 04:00 PM                     | 6       | 0        | 1        | 20       | 63       | 17       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 108   | 26-35      | 83                |
| 04:15 PM                     | 3       | 0        | 1        | 13       | 46       | 15       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 81    | 31-40      | 61                |
| 04:30 PM                     | 5       | 0        | 0        | 17       | 58       | 15       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 97    | 26-35      | 75                |
| 04:45 PM                     | 1       | 0        | 3        | 15       | 54       | 9        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 82    | 26-35      | 69                |
| 05:00 PM                     | 3       | 1        | 1        | 25       | 44       | 17       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 91    | 26-35      | 69                |
| 05:15 PM                     | 0       | 0        | 1        | 14       | 63       | 9        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 88    | 26-35      | 77                |
| 05:30 PM                     | 2       | 0        | 3        | 17       | 88       | 17       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 129   | 28-37      | 105               |
| 05:45 PM                     | 1       | 0        | 2        | 11       | 56       | 20       | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0                  | 93    | 31-40      | 76                |
| Day Total                    |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |
| Percent                      |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |
| AM Peak<br>15-min Vol        |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |
| PM Peak<br>15-min Vol        |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |
| <i>Comments:</i>             |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: SR-20 N of Pyle Rd  |               |              |                |                |               |               |              |              |               |               |               |               |               | QC JOB #: 17073018 |                |            |                   |
|-------------------------------|---------------|--------------|----------------|----------------|---------------|---------------|--------------|--------------|---------------|---------------|---------------|---------------|---------------|--------------------|----------------|------------|-------------------|
| SPECIFIC LOCATION:            |               |              |                |                |               |               |              |              |               |               |               |               |               | DIRECTION: NB      |                |            |                   |
| CITY/STATE: Lake, CA          |               |              |                |                |               |               |              |              |               |               |               |               |               | DATE: Aug 22 2025  |                |            |                   |
| Start Time                    | 1<br>15       | 16<br>20     | 21<br>25       | 26<br>30       | 31<br>35      | 36<br>40      | 41<br>45     | 46<br>50     | 51<br>55      | 56<br>60      | 61<br>65      | 66<br>70      | 71<br>75      | 76<br>999          | Total          | Pace Speed | Number<br>in Pace |
| 06:00 PM                      | 3             | 0            | 0              | 13             | 42            | 20            | 2            | 0            | 0             | 0             | 0             | 0             | 0             | 0                  | 80             | 31-40      | 62                |
| 06:15 PM                      | 1             | 0            | 1              | 15             | 44            | 18            | 1            | 0            | 0             | 0             | 0             | 0             | 0             | 0                  | 80             | 31-40      | 62                |
| 06:30 PM                      | 0             | 0            | 0              | 9              | 45            | 14            | 1            | 0            | 0             | 0             | 0             | 0             | 0             | 0                  | 69             | 31-40      | 59                |
| 06:45 PM                      | 1             | 0            | 2              | 6              | 40            | 12            | 0            | 1            | 0             | 0             | 0             | 0             | 0             | 0                  | 62             | 31-40      | 52                |
| 07:00 PM                      | 0             | 0            | 0              | 11             | 51            | 15            | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0                  | 77             | 31-40      | 66                |
| 07:15 PM                      | 0             | 0            | 1              | 15             | 32            | 8             | 2            | 0            | 0             | 0             | 0             | 0             | 0             | 0                  | 58             | 26-35      | 47                |
| 07:30 PM                      | 0             | 0            | 1              | 18             | 40            | 15            | 0            | 1            | 0             | 0             | 0             | 0             | 0             | 0                  | 75             | 26-35      | 58                |
| 07:45 PM                      | 1             | 0            | 2              | 13             | 27            | 6             | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0                  | 49             | 26-35      | 40                |
| 08:00 PM                      | 1             | 0            | 3              | 22             | 31            | 9             | 1            | 0            | 0             | 0             | 0             | 0             | 0             | 0                  | 67             | 26-35      | 53                |
| 08:15 PM                      | 0             | 0            | 2              | 24             | 23            | 3             | 1            | 0            | 0             | 0             | 0             | 0             | 0             | 0                  | 53             | 26-35      | 47                |
| 08:30 PM                      | 0             | 2            | 2              | 18             | 20            | 5             | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0                  | 47             | 26-35      | 38                |
| 08:45 PM                      | 1             | 0            | 3              | 22             | 27            | 2             | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0                  | 55             | 26-35      | 49                |
| 09:00 PM                      | 0             | 0            | 0              | 7              | 35            | 4             | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0                  | 46             | 26-35      | 42                |
| 09:15 PM                      | 0             | 0            | 1              | 12             | 25            | 6             | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0                  | 44             | 26-35      | 37                |
| 09:30 PM                      | 0             | 0            | 0              | 13             | 26            | 6             | 1            | 0            | 0             | 0             | 0             | 0             | 0             | 0                  | 46             | 26-35      | 39                |
| 09:45 PM                      | 0             | 0            | 1              | 10             | 21            | 6             | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0                  | 38             | 26-35      | 31                |
| 10:00 PM                      | 0             | 0            | 0              | 3              | 22            | 5             | 3            | 0            | 0             | 0             | 0             | 0             | 0             | 0                  | 33             | 31-40      | 27                |
| 10:15 PM                      | 1             | 0            | 2              | 8              | 20            | 4             | 1            | 0            | 0             | 0             | 0             | 0             | 0             | 0                  | 36             | 26-35      | 28                |
| 10:30 PM                      | 0             | 0            | 0              | 9              | 7             | 3             | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0                  | 19             | 26-35      | 16                |
| 10:45 PM                      | 0             | 0            | 1              | 13             | 8             | 2             | 1            | 0            | 0             | 0             | 0             | 0             | 0             | 0                  | 25             | 26-35      | 21                |
| 11:00 PM                      | 0             | 1            | 0              | 5              | 11            | 4             | 1            | 0            | 0             | 0             | 0             | 0             | 0             | 0                  | 22             | 26-35      | 16                |
| 11:15 PM                      | 0             | 0            | 3              | 5              | 10            | 3             | 1            | 0            | 0             | 0             | 0             | 0             | 0             | 0                  | 22             | 26-35      | 15                |
| 11:30 PM                      | 0             | 0            | 2              | 3              | 9             | 1             | 2            | 1            | 0             | 0             | 0             | 0             | 0             | 0                  | 18             | 26-35      | 12                |
| 11:45 PM                      | 0             | 0            | 2              | 4              | 8             | 2             | 1            | 1            | 0             | 0             | 0             | 0             | 0             | 0                  | 18             | 26-35      | 12                |
| <b>Day Total</b>              | 89            | 26           | 221            | 1224           | 3154          | 942           | 77           | 16           | 1             | 0             | 0             | 0             | 0             | 0                  | 5750           | 26-35      | 4378              |
| <b>Percent</b>                | 1.5%          | 0.5%         | 3.8%           | 21.3%          | 54.9%         | 16.4%         | 1.3%         | 0.3%         | 0%            | 0%            | 0%            | 0%            | 0%            | 0%                 |                |            |                   |
|                               |               |              |                |                |               |               |              |              |               |               |               |               |               |                    |                |            |                   |
| <b>AM Peak<br/>15-min Vol</b> | 10:45 AM<br>3 | 6:30 AM<br>8 | 11:00 AM<br>12 | 11:00 AM<br>43 | 7:30 AM<br>87 | 7:45 AM<br>36 | 6:45 AM<br>5 | 8:15 AM<br>2 | 10:00 AM<br>1 | 12:00 AM<br>0 | 12:00 AM<br>0 | 12:00 AM<br>0 | 12:00 AM<br>0 | 12:00 AM<br>0      | 7:30 AM<br>133 |            |                   |
| <b>PM Peak<br/>15-min Vol</b> | 2:15 PM<br>11 | 3:00 PM<br>2 | 2:30 PM<br>5   | 3:00 PM<br>28  | 5:30 PM<br>88 | 3:45 PM<br>23 | 2:00 PM<br>3 | 3:45 PM<br>2 | 12:00 PM<br>0 | 12:00 PM<br>0 | 12:00 PM<br>0 | 12:00 PM<br>0 | 12:00 PM<br>0 | 12:00 PM<br>0      | 5:30 PM<br>129 |            |                   |
| <i>Comments:</i>              |               |              |                |                |               |               |              |              |               |               |               |               |               |                    |                |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

**SUMMARY - Midblock Count - Speed Data**

| <b>LOCATION:</b> SR-20 N of Pyle Rd |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>QC JOB #:</b> 17073018 |  |            |                   |
|-------------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|---------------------------|--|------------|-------------------|
| <b>SPECIFIC LOCATION:</b>           |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DIRECTION:</b> NB      |  |            |                   |
| <b>CITY/STATE:</b> Lake, CA         |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DATE:</b> Aug 22 2025  |  |            |                   |
| Speed Range                         | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999                 | Total  | Pace Speed | Number in<br>Pace |
| <b>Grand Total</b>                  | 89      | 26       | 221      | 1224     | 3154     | 942      | 77       | 16       | 1        | 0        | 0        | 0        | 0        | 0                         | 5750   | 26-35      | 4378              |
| <b>Percent</b>                      | 1.5%    | 0.5%     | 3.8%     | 21.3%    | 54.9%    | 16.4%    | 1.3%     | 0.3%     | 0%       | 0%       | 0%       | 0%       | 0%       | 0%                        |  |            |                   |
| <b>Cumulative Percent</b>           | 1.5%    | 2%       | 5.8%     | 27.1%    | 82%      | 98.4%    | 99.7%    | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%                      |  |            |                   |
| <b>ADT<br/>5750</b>                 |         |          |          |          |          |          |          |          |          |          |          |          |          |                           | <b>85th Percentile:</b> 35 MPH<br><b>Mean Speed(Average):</b> 32 MPH<br><b>Median:</b> 32 MPH<br><b>Mode:</b> 33 MPH |            |                   |
| <i>Comments:</i>                    |         |          |          |          |          |          |          |          |          |          |          |          |          |                           |  |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Speed Data

| LOCATION: SR-20 N of Pyle Rd |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073018 |            |                   |
|------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:           |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: SB      |            |                   |
| CITY/STATE: Lake, CA         |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                   | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 12:00 AM                     | 0       | 0        | 3        | 9        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 14                 | 21-30      | 12                |
| 12:15 AM                     | 0       | 3        | 2        | 4        | 1        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 12                 | 21-30      | 6                 |
| 12:30 AM                     | 0       | 0        | 6        | 4        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 12                 | 21-30      | 10                |
| 12:45 AM                     | 0       | 0        | 1        | 3        | 4        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 26-35      | 7                 |
| 01:00 AM                     | 0       | 0        | 2        | 4        | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 11                 | 26-35      | 9                 |
| 01:15 AM                     | 0       | 0        | 1        | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 21-30      | 6                 |
| 01:30 AM                     | 0       | 1        | 3        | 2        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 21-30      | 5                 |
| 01:45 AM                     | 1       | 0        | 3        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 21-30      | 4                 |
| 02:00 AM                     | 0       | 2        | 0        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 11-20      | 2                 |
| 02:15 AM                     | 0       | 2        | 2        | 4        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 10                 | 26-35      | 6                 |
| 02:30 AM                     | 0       | 2        | 1        | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 23-32      | 4                 |
| 02:45 AM                     | 0       | 1        | 5        | 0        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 16-25      | 6                 |
| 03:00 AM                     | 0       | 0        | 1        | 3        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 26-35      | 5                 |
| 03:15 AM                     | 0       | 0        | 1        | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 23-32      | 4                 |
| 03:30 AM                     | 0       | 0        | 3        | 3        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 21-30      | 6                 |
| 03:45 AM                     | 0       | 0        | 1        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3                  | 21-30      | 3                 |
| 04:00 AM                     | 0       | 0        | 3        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6                  | 21-30      | 6                 |
| 04:15 AM                     | 0       | 0        | 5        | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 21-30      | 9                 |
| 04:30 AM                     | 0       | 0        | 3        | 7        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 10                 | 21-30      | 10                |
| 04:45 AM                     | 1       | 0        | 3        | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 21-30      | 7                 |
| 05:00 AM                     | 0       | 0        | 4        | 7        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 13                 | 21-30      | 11                |
| 05:15 AM                     | 0       | 1        | 2        | 4        | 2        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 10                 | 26-35      | 6                 |
| 05:30 AM                     | 1       | 0        | 4        | 7        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 14                 | 21-30      | 11                |
| 05:45 AM                     | 0       | 0        | 2        | 6        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 10                 | 23-32      | 8                 |
| Day Total                    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                      |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
|                              |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak                      |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| 15-min Vol                   |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak                      |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| 15-min Vol                   |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Comments:                    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: SR-20 N of Pyle Rd |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073018 |            |                   |
|------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:           |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: SB      |            |                   |
| CITY/STATE: Lake, CA         |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                   | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 06:00 AM                     | 0       | 4        | 6        | 13       | 6        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 30                 | 21-30      | 19                |
| 06:15 AM                     | 0       | 1        | 6        | 9        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 18                 | 21-30      | 15                |
| 06:30 AM                     | 0       | 0        | 8        | 12       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 23                 | 21-30      | 20                |
| 06:45 AM                     | 6       | 0        | 6        | 11       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 26                 | 21-30      | 17                |
| 07:00 AM                     | 6       | 2        | 9        | 13       | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 34                 | 21-30      | 22                |
| 07:15 AM                     | 0       | 2        | 13       | 27       | 9        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 51                 | 21-30      | 40                |
| 07:30 AM                     | 4       | 3        | 11       | 17       | 6        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 42                 | 21-30      | 28                |
| 07:45 AM                     | 5       | 4        | 21       | 33       | 9        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 72                 | 21-30      | 54                |
| 08:00 AM                     | 4       | 2        | 28       | 42       | 14       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 91                 | 21-30      | 70                |
| 08:15 AM                     | 1       | 7        | 16       | 27       | 8        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 60                 | 21-30      | 43                |
| 08:30 AM                     | 6       | 4        | 15       | 24       | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 53                 | 21-30      | 39                |
| 08:45 AM                     | 4       | 7        | 11       | 25       | 9        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 56                 | 21-30      | 36                |
| 09:00 AM                     | 10      | 3        | 12       | 17       | 11       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 54                 | 21-30      | 29                |
| 09:15 AM                     | 9       | 10       | 14       | 29       | 7        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 69                 | 21-30      | 43                |
| 09:30 AM                     | 9       | 6        | 20       | 23       | 5        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 64                 | 21-30      | 43                |
| 09:45 AM                     | 8       | 11       | 16       | 23       | 9        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 68                 | 21-30      | 39                |
| 10:00 AM                     | 15      | 13       | 17       | 23       | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 72                 | 21-30      | 40                |
| 10:15 AM                     | 10      | 10       | 14       | 21       | 7        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 62                 | 21-30      | 35                |
| 10:30 AM                     | 9       | 12       | 15       | 36       | 7        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 79                 | 21-30      | 51                |
| 10:45 AM                     | 6       | 9        | 22       | 28       | 7        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 72                 | 21-30      | 50                |
| 11:00 AM                     | 14      | 10       | 29       | 38       | 6        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 97                 | 21-30      | 67                |
| 11:15 AM                     | 2       | 6        | 27       | 59       | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 98                 | 21-30      | 86                |
| 11:30 AM                     | 0       | 11       | 38       | 35       | 12       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 96                 | 21-30      | 73                |
| 11:45 AM                     | 12      | 15       | 27       | 35       | 10       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 99                 | 21-30      | 62                |
| Day Total                    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                      |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <i>Comments:</i>             |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: SR-20 N of Pyle Rd |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073018 |            |                   |
|------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:           |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: SB      |            |                   |
| CITY/STATE: Lake, CA         |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                   | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 12:00 PM                     | 29      | 14       | 21       | 33       | 12       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 109                | 21-30      | 54                |
| 12:15 PM                     | 11      | 16       | 27       | 45       | 4        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 104                | 21-30      | 72                |
| 12:30 PM                     | 15      | 17       | 21       | 26       | 13       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 92                 | 21-30      | 47                |
| 12:45 PM                     | 30      | 28       | 23       | 26       | 4        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 112                | 16-25      | 51                |
| 01:00 PM                     | 6       | 9        | 41       | 38       | 7        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 101                | 21-30      | 79                |
| 01:15 PM                     | 11      | 16       | 26       | 24       | 10       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 87                 | 21-30      | 50                |
| 01:30 PM                     | 3       | 14       | 25       | 37       | 12       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 91                 | 21-30      | 62                |
| 01:45 PM                     | 15      | 11       | 15       | 38       | 11       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 90                 | 21-30      | 53                |
| 02:00 PM                     | 10      | 17       | 39       | 42       | 6        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 114                | 21-30      | 81                |
| 02:15 PM                     | 18      | 21       | 29       | 26       | 12       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 106                | 21-30      | 55                |
| 02:30 PM                     | 31      | 21       | 34       | 15       | 8        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 109                | 16-25      | 55                |
| 02:45 PM                     | 4       | 5        | 20       | 35       | 14       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 78                 | 21-30      | 55                |
| 03:00 PM                     | 6       | 16       | 30       | 40       | 10       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 103                | 21-30      | 70                |
| 03:15 PM                     | 5       | 12       | 50       | 50       | 14       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 131                | 21-30      | 100               |
| 03:30 PM                     | 3       | 16       | 34       | 34       | 17       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 105                | 21-30      | 68                |
| 03:45 PM                     | 4       | 12       | 28       | 44       | 13       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 102                | 21-30      | 72                |
| 04:00 PM                     | 17      | 14       | 39       | 60       | 12       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 142                | 21-30      | 99                |
| 04:15 PM                     | 19      | 16       | 26       | 43       | 15       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 119                | 21-30      | 69                |
| 04:30 PM                     | 1       | 4        | 21       | 43       | 16       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 86                 | 21-30      | 64                |
| 04:45 PM                     | 0       | 10       | 31       | 35       | 14       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 90                 | 21-30      | 66                |
| 05:00 PM                     | 16      | 13       | 35       | 56       | 10       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 130                | 21-30      | 91                |
| 05:15 PM                     | 0       | 4        | 24       | 57       | 12       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 98                 | 21-30      | 81                |
| 05:30 PM                     | 12      | 12       | 24       | 46       | 10       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 105                | 21-30      | 70                |
| 05:45 PM                     | 2       | 6        | 18       | 35       | 14       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 76                 | 21-30      | 53                |
| Day Total                    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                      |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Comments:                    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: SR-20 N of Pyle Rd  |                |                |                |                |               |               |               |               |               |               |               |               |               |               | QC JOB #: 17073018 |            |                   |
|-------------------------------|----------------|----------------|----------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:            |                |                |                |                |               |               |               |               |               |               |               |               |               |               | DIRECTION: SB      |            |                   |
| CITY/STATE: Lake, CA          |                |                |                |                |               |               |               |               |               |               |               |               |               |               | DATE: Aug 22 2025  |            |                   |
| Start Time                    | 1<br>15        | 16<br>20       | 21<br>25       | 26<br>30       | 31<br>35      | 36<br>40      | 41<br>45      | 46<br>50      | 51<br>55      | 56<br>60      | 61<br>65      | 66<br>70      | 71<br>75      | 76<br>999     | Total              | Pace Speed | Number<br>in Pace |
| 06:00 PM                      | 13             | 13             | 17             | 30             | 10            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 83                 | 21-30      | 47                |
| 06:15 PM                      | 6              | 2              | 9              | 47             | 17            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 81                 | 26-35      | 64                |
| 06:30 PM                      | 0              | 3              | 17             | 49             | 17            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 86                 | 21-30      | 66                |
| 06:45 PM                      | 9              | 12             | 6              | 20             | 20            | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 68                 | 26-35      | 40                |
| 07:00 PM                      | 4              | 7              | 27             | 42             | 8             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 88                 | 21-30      | 69                |
| 07:15 PM                      | 0              | 1              | 22             | 39             | 13            | 2             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 77                 | 21-30      | 61                |
| 07:30 PM                      | 3              | 3              | 26             | 28             | 3             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 63                 | 21-30      | 54                |
| 07:45 PM                      | 2              | 5              | 23             | 37             | 3             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 70                 | 21-30      | 60                |
| 08:00 PM                      | 14             | 3              | 25             | 30             | 7             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 79                 | 21-30      | 55                |
| 08:15 PM                      | 3              | 3              | 21             | 23             | 7             | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 58                 | 21-30      | 44                |
| 08:30 PM                      | 0              | 1              | 24             | 39             | 11            | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 75                 | 21-30      | 63                |
| 08:45 PM                      | 4              | 2              | 24             | 33             | 1             | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 65                 | 21-30      | 57                |
| 09:00 PM                      | 0              | 2              | 18             | 28             | 4             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 52                 | 21-30      | 46                |
| 09:15 PM                      | 2              | 3              | 13             | 23             | 9             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 50                 | 21-30      | 36                |
| 09:30 PM                      | 0              | 3              | 30             | 17             | 4             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 54                 | 21-30      | 47                |
| 09:45 PM                      | 0              | 0              | 12             | 14             | 8             | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 35                 | 21-30      | 26                |
| 10:00 PM                      | 0              | 0              | 12             | 22             | 6             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 40                 | 21-30      | 34                |
| 10:15 PM                      | 0              | 0              | 17             | 18             | 6             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 41                 | 21-30      | 35                |
| 10:30 PM                      | 4              | 6              | 11             | 19             | 5             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 45                 | 21-30      | 30                |
| 10:45 PM                      | 0              | 1              | 8              | 15             | 4             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 28                 | 21-30      | 23                |
| 11:00 PM                      | 0              | 0              | 3              | 13             | 4             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 20                 | 26-35      | 17                |
| 11:15 PM                      | 0              | 0              | 3              | 12             | 6             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 21                 | 26-35      | 18                |
| 11:30 PM                      | 0              | 0              | 14             | 11             | 2             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 27                 | 21-30      | 25                |
| 11:45 PM                      | 0              | 0              | 5              | 15             | 5             | 0             | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 26                 | 21-30      | 20                |
| <b>Day Total</b>              | 475            | 558            | 1530           | 2265           | 649           | 30            | 2             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 5509               | 21-30      | 3795              |
| <b>Percent</b>                | 8.6%           | 10.1%          | 27.8%          | 41.1%          | 11.8%         | 0.5%          | 0%            | 0%            | 0%            | 0%            | 0%            | 0%            | 0%            | 0%            |                    |            |                   |
|                               |                |                |                |                |               |               |               |               |               |               |               |               |               |               |                    |            |                   |
| <b>AM Peak<br/>15-min Vol</b> | 10:00 AM<br>15 | 11:45 AM<br>15 | 11:30 AM<br>38 | 11:15 AM<br>59 | 8:00 AM<br>14 | 12:15 AM<br>2 | 5:15 AM<br>1  | 12:00 AM<br>0 | 12:00 AM<br>0 | 12:00 AM<br>0 | 12:00 AM<br>0 | 12:00 AM<br>0 | 12:00 AM<br>0 | 12:00 AM<br>0 | 11:45 AM<br>99     |            |                   |
| <b>PM Peak<br/>15-min Vol</b> | 2:30 PM<br>31  | 12:45 PM<br>28 | 3:15 PM<br>50  | 4:00 PM<br>60  | 6:45 PM<br>20 | 7:15 PM<br>2  | 11:45 PM<br>1 | 12:00 PM<br>0 | 12:00 PM<br>0 | 12:00 PM<br>0 | 12:00 PM<br>0 | 12:00 PM<br>0 | 12:00 PM<br>0 | 12:00 PM<br>0 | 4:00 PM<br>142     |            |                   |
| <i>Comments:</i>              |                |                |                |                |               |               |               |               |               |               |               |               |               |               |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

**SUMMARY - Midblock Count - Speed Data**

| <b>LOCATION:</b> SR-20 N of Pyle Rd |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>QC JOB #:</b> 17073018 |  |            |                   |
|-------------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|---------------------------|--|------------|-------------------|
| <b>SPECIFIC LOCATION:</b>           |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DIRECTION:</b> SB      |  |            |                   |
| <b>CITY/STATE:</b> Lake, CA         |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DATE:</b> Aug 22 2025  |  |            |                   |
| Speed Range                         | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999                 | Total  | Pace Speed | Number in<br>Pace |
| <b>Grand Total</b>                  | 475     | 558      | 1530     | 2265     | 649      | 30       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0                         | 5509   | 21-30      | 3795              |
| <b>Percent</b>                      | 8.6%    | 10.1%    | 27.8%    | 41.1%    | 11.8%    | 0.5%     | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%       | 0%                        |  |            |                   |
| <b>Cumulative Percent</b>           | 8.6%    | 18.8%    | 46.5%    | 87.6%    | 99.4%    | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%                      |  |            |                   |
| <b>ADT<br/>5509</b>                 |         |          |          |          |          |          |          |          |          |          |          |          |          |                           | <b>85th Percentile:</b> 29 MPH<br><b>Mean Speed(Average):</b> 25 MPH<br><b>Median:</b> 25 MPH<br><b>Mode:</b> 28 MPH |            |                   |
| <i>Comments:</i>                    |         |          |          |          |          |          |          |          |          |          |          |          |          |                           |  |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Speed Data

| LOCATION: SR-20 S of Pyle Rd |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073019 |            |                   |
|------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:           |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: NB      |            |                   |
| CITY/STATE: Nice, CA         |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                   | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 12:00 AM                     | 0       | 0        | 0        | 4        | 7        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 14                 | 26-35      | 11                |
| 12:15 AM                     | 0       | 0        | 1        | 0        | 5        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 31-40      | 6                 |
| 12:30 AM                     | 0       | 0        | 5        | 3        | 0        | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 12                 | 21-30      | 8                 |
| 12:45 AM                     | 0       | 0        | 0        | 0        | 4        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7                  | 31-40      | 6                 |
| 01:00 AM                     | 0       | 0        | 0        | 5        | 8        | 2        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0         | 16                 | 26-35      | 13                |
| 01:15 AM                     | 0       | 2        | 1        | 0        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 16-25      | 3                 |
| 01:30 AM                     | 0       | 0        | 0        | 5        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 26-35      | 8                 |
| 01:45 AM                     | 0       | 0        | 1        | 3        | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 26-35      | 6                 |
| 02:00 AM                     | 0       | 0        | 1        | 3        | 4        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 26-35      | 7                 |
| 02:15 AM                     | 0       | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1                  | 21-30      | 1                 |
| 02:30 AM                     | 0       | 0        | 1        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 26-35      | 3                 |
| 02:45 AM                     | 0       | 0        | 1        | 3        | 3        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 26-35      | 6                 |
| 03:00 AM                     | 0       | 0        | 0        | 3        | 3        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8                  | 26-35      | 6                 |
| 03:15 AM                     | 0       | 0        | 0        | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 26-35      | 4                 |
| 03:30 AM                     | 0       | 0        | 0        | 2        | 2        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 26-35      | 4                 |
| 03:45 AM                     | 0       | 0        | 1        | 4        | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 26-35      | 8                 |
| 04:00 AM                     | 0       | 0        | 3        | 1        | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 26-35      | 6                 |
| 04:15 AM                     | 0       | 0        | 0        | 2        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4                  | 26-35      | 3                 |
| 04:30 AM                     | 0       | 1        | 1        | 3        | 5        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 13                 | 26-35      | 8                 |
| 04:45 AM                     | 0       | 0        | 0        | 6        | 3        | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 13                 | 26-35      | 9                 |
| 05:00 AM                     | 0       | 0        | 1        | 2        | 1        | 7        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 11                 | 31-40      | 8                 |
| 05:15 AM                     | 0       | 1        | 2        | 3        | 0        | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 10                 | 21-30      | 5                 |
| 05:30 AM                     | 0       | 0        | 0        | 2        | 11       | 4        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 19                 | 31-40      | 15                |
| 05:45 AM                     | 0       | 1        | 3        | 6        | 8        | 5        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 24                 | 26-35      | 14                |
| Day Total                    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                      |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Comments:                    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: SR-20 S of Pyle Rd |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073019 |            |                   |
|------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:           |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: NB      |            |                   |
| CITY/STATE: Nice, CA         |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                   | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 06:00 AM                     | 0       | 0        | 4        | 10       | 8        | 2        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 27                 | 26-35      | 18                |
| 06:15 AM                     | 0       | 0        | 4        | 3        | 11       | 7        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 26                 | 31-40      | 18                |
| 06:30 AM                     | 0       | 0        | 5        | 8        | 14       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 30                 | 26-35      | 22                |
| 06:45 AM                     | 0       | 5        | 10       | 17       | 9        | 7        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 49                 | 21-30      | 27                |
| 07:00 AM                     | 3       | 3        | 0        | 2        | 16       | 17       | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0         | 43                 | 31-40      | 33                |
| 07:15 AM                     | 3       | 1        | 2        | 12       | 21       | 8        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 47                 | 26-35      | 33                |
| 07:30 AM                     | 1       | 4        | 9        | 13       | 32       | 9        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 71                 | 26-35      | 45                |
| 07:45 AM                     | 1       | 7        | 9        | 32       | 25       | 10       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 85                 | 26-35      | 57                |
| 08:00 AM                     | 0       | 9        | 10       | 19       | 38       | 12       | 6        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 94                 | 26-35      | 57                |
| 08:15 AM                     | 0       | 4        | 16       | 28       | 31       | 16       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 97                 | 26-35      | 59                |
| 08:30 AM                     | 0       | 3        | 14       | 40       | 67       | 16       | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0         | 141                | 26-35      | 107               |
| 08:45 AM                     | 10      | 10       | 20       | 41       | 63       | 22       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 167                | 26-35      | 104               |
| 09:00 AM                     | 0       | 3        | 17       | 48       | 67       | 19       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 154                | 26-35      | 115               |
| 09:15 AM                     | 2       | 1        | 2        | 18       | 45       | 22       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 92                 | 31-40      | 67                |
| 09:30 AM                     | 0       | 0        | 2        | 17       | 49       | 23       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 93                 | 31-40      | 72                |
| 09:45 AM                     | 7       | 3        | 11       | 26       | 43       | 19       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 109                | 26-35      | 69                |
| 10:00 AM                     | 0       | 1        | 6        | 29       | 29       | 12       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 80                 | 26-35      | 58                |
| 10:15 AM                     | 1       | 2        | 11       | 26       | 41       | 15       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 97                 | 26-35      | 67                |
| 10:30 AM                     | 2       | 7        | 8        | 22       | 38       | 11       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 88                 | 26-35      | 60                |
| 10:45 AM                     | 5       | 1        | 6        | 27       | 41       | 19       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 99                 | 26-35      | 68                |
| 11:00 AM                     | 5       | 1        | 3        | 27       | 31       | 14       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 81                 | 26-35      | 58                |
| 11:15 AM                     | 1       | 3        | 10       | 24       | 40       | 10       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 88                 | 26-35      | 64                |
| 11:30 AM                     | 1       | 2        | 12       | 21       | 33       | 16       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 85                 | 26-35      | 54                |
| 11:45 AM                     | 0       | 0        | 12       | 22       | 43       | 13       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 91                 | 26-35      | 65                |
| Day Total                    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                      |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <i>Comments:</i>             |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: SR-20 S of Pyle Rd  |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073019 |            |                   |
|-------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:            |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: NB      |            |                   |
| CITY/STATE: Nice, CA          |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                    | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 12:00 PM                      | 13      | 5        | 12       | 28       | 40       | 11       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 109                | 26-35      | 68                |
| 12:15 PM                      | 14      | 9        | 26       | 40       | 39       | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 133                | 26-35      | 79                |
| 12:30 PM                      | 1       | 4        | 18       | 29       | 36       | 17       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 105                | 26-35      | 65                |
| 12:45 PM                      | 3       | 9        | 13       | 37       | 31       | 8        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 102                | 26-35      | 68                |
| 01:00 PM                      | 0       | 5        | 12       | 36       | 46       | 9        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 109                | 26-35      | 82                |
| 01:15 PM                      | 3       | 14       | 9        | 31       | 41       | 12       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 110                | 26-35      | 72                |
| 01:30 PM                      | 20      | 2        | 6        | 36       | 38       | 11       | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 117                | 26-35      | 74                |
| 01:45 PM                      | 1       | 5        | 20       | 58       | 39       | 10       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 133                | 26-35      | 97                |
| 02:00 PM                      | 10      | 8        | 11       | 49       | 29       | 12       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 120                | 26-35      | 78                |
| 02:15 PM                      | 1       | 5        | 8        | 44       | 50       | 11       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 119                | 26-35      | 94                |
| 02:30 PM                      | 0       | 0        | 8        | 33       | 62       | 11       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 115                | 26-35      | 95                |
| 02:45 PM                      | 0       | 0        | 12       | 37       | 49       | 14       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 112                | 26-35      | 86                |
| 03:00 PM                      | 11      | 6        | 17       | 36       | 43       | 9        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 122                | 26-35      | 79                |
| 03:15 PM                      | 8       | 1        | 12       | 32       | 39       | 10       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 102                | 26-35      | 71                |
| 03:30 PM                      | 6       | 22       | 28       | 30       | 43       | 16       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 145                | 26-35      | 73                |
| 03:45 PM                      | 7       | 1        | 17       | 38       | 58       | 11       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 133                | 26-35      | 96                |
| 04:00 PM                      | 4       | 11       | 33       | 52       | 25       | 10       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 135                | 21-30      | 85                |
| 04:15 PM                      | 13      | 14       | 27       | 36       | 33       | 10       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 133                | 26-35      | 69                |
| 04:30 PM                      | 1       | 9        | 11       | 31       | 44       | 17       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 113                | 26-35      | 75                |
| 04:45 PM                      | 14      | 1        | 13       | 45       | 56       | 7        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 136                | 26-35      | 101               |
| 05:00 PM                      | 11      | 6        | 8        | 42       | 45       | 14       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 127                | 26-35      | 87                |
| 05:15 PM                      | 0       | 10       | 21       | 34       | 45       | 9        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 120                | 26-35      | 79                |
| 05:30 PM                      | 1       | 9        | 14       | 34       | 48       | 13       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 121                | 26-35      | 82                |
| 05:45 PM                      | 1       | 2        | 16       | 29       | 52       | 15       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 115                | 26-35      | 81                |
| Day Total                     |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                       |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| TRUE DATA TO IMPROVE MOBILITY |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak                       |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| 15-min Vol                    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak                       |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| 15-min Vol                    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <i>Comments:</i>              |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: SR-20 S of Pyle Rd |               |               |               |               |               |               |              |              |               |               |               |               |               |               | QC JOB #: 17073019 |            |                |
|------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------------|------------|----------------|
| SPECIFIC LOCATION:           |               |               |               |               |               |               |              |              |               |               |               |               |               |               | DIRECTION: NB      |            |                |
| CITY/STATE: Nice, CA         |               |               |               |               |               |               |              |              |               |               |               |               |               |               | DATE: Aug 22 2025  |            |                |
| Start Time                   | 15            | 20            | 25            | 30            | 35            | 40            | 45           | 50           | 55            | 60            | 65            | 70            | 75            | 999           | Total              | Pace Speed | Number in Pace |
| 06:00 PM                     | 5             | 2             | 1             | 20            | 46            | 22            | 2            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 98                 | 31-40      | 68             |
| 06:15 PM                     | 1             | 8             | 12            | 22            | 40            | 12            | 2            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 97                 | 26-35      | 62             |
| 06:30 PM                     | 0             | 3             | 9             | 36            | 56            | 27            | 2            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 133                | 26-35      | 92             |
| 06:45 PM                     | 0             | 4             | 15            | 42            | 42            | 15            | 3            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 121                | 26-35      | 84             |
| 07:00 PM                     | 0             | 2             | 5             | 12            | 52            | 21            | 2            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 94                 | 31-40      | 73             |
| 07:15 PM                     | 0             | 2             | 5             | 39            | 47            | 19            | 3            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 115                | 26-35      | 86             |
| 07:30 PM                     | 0             | 0             | 7             | 28            | 31            | 19            | 1            | 1            | 0             | 0             | 0             | 0             | 0             | 0             | 87                 | 26-35      | 59             |
| 07:45 PM                     | 2             | 3             | 4             | 15            | 28            | 18            | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 70                 | 31-40      | 46             |
| 08:00 PM                     | 0             | 2             | 6             | 22            | 32            | 11            | 2            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 75                 | 26-35      | 54             |
| 08:15 PM                     | 0             | 3             | 6             | 25            | 36            | 21            | 3            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 94                 | 26-35      | 61             |
| 08:30 PM                     | 1             | 0             | 10            | 19            | 20            | 18            | 1            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 69                 | 26-35      | 39             |
| 08:45 PM                     | 1             | 3             | 11            | 22            | 28            | 9             | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 74                 | 26-35      | 50             |
| 09:00 PM                     | 0             | 1             | 3             | 14            | 32            | 7             | 1            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 58                 | 26-35      | 46             |
| 09:15 PM                     | 1             | 1             | 13            | 29            | 23            | 5             | 1            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 73                 | 26-35      | 52             |
| 09:30 PM                     | 2             | 2             | 11            | 18            | 9             | 0             | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 42                 | 21-30      | 29             |
| 09:45 PM                     | 2             | 3             | 9             | 23            | 18            | 1             | 1            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 57                 | 26-35      | 41             |
| 10:00 PM                     | 0             | 1             | 10            | 17            | 20            | 2             | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 50                 | 26-35      | 37             |
| 10:15 PM                     | 0             | 1             | 1             | 15            | 24            | 2             | 1            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 44                 | 26-35      | 39             |
| 10:30 PM                     | 0             | 2             | 3             | 13            | 21            | 5             | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 44                 | 26-35      | 34             |
| 10:45 PM                     | 0             | 0             | 4             | 25            | 18            | 4             | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 51                 | 26-35      | 43             |
| 11:00 PM                     | 0             | 0             | 2             | 10            | 12            | 3             | 1            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 28                 | 26-35      | 22             |
| 11:15 PM                     | 0             | 0             | 3             | 16            | 12            | 7             | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 38                 | 26-35      | 28             |
| 11:30 PM                     | 0             | 0             | 1             | 14            | 8             | 3             | 1            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 27                 | 26-35      | 22             |
| 11:45 PM                     | 0             | 0             | 1             | 11            | 9             | 2             | 1            | 1            | 0             | 0             | 0             | 0             | 0             | 0             | 25                 | 26-35      | 20             |
| <b>Day Total</b>             | 200           | 276           | 749           | 2002          | 2613          | 891           | 77           | 5            | 0             | 0             | 0             | 0             | 0             | 0             | 6813               | 26-35      | 4615           |
| <b>Percent</b>               | 2.9%          | 4.1%          | 11%           | 29.4%         | 38.4%         | 13.1%         | 1.1%         | 0.1%         | 0%            | 0%            | 0%            | 0%            | 0%            | 0%            |                    |            |                |
|                              |               |               |               |               |               |               |              |              |               |               |               |               |               |               |                    |            |                |
| <b>AM Peak 15-min Vol</b>    | 8:45 AM<br>10 | 8:45 AM<br>10 | 8:45 AM<br>20 | 9:00 AM<br>48 | 8:30 AM<br>67 | 9:30 AM<br>23 | 8:00 AM<br>6 | 1:00 AM<br>1 | 12:00 AM<br>0 | 12:00 AM<br>0 | 12:00 AM<br>0 | 12:00 AM<br>0 | 12:00 AM<br>0 | 12:00 AM<br>0 | 8:45 AM<br>167     |            |                |
| <b>PM Peak 15-min Vol</b>    | 1:30 PM<br>20 | 3:30 PM<br>22 | 4:00 PM<br>33 | 1:45 PM<br>58 | 2:30 PM<br>62 | 6:30 PM<br>27 | 1:30 PM<br>4 | 7:30 PM<br>1 | 12:00 PM<br>0 | 12:00 PM<br>0 | 12:00 PM<br>0 | 12:00 PM<br>0 | 12:00 PM<br>0 | 12:00 PM<br>0 | 3:30 PM<br>145     |            |                |
| <i>Comments:</i>             |               |               |               |               |               |               |              |              |               |               |               |               |               |               |                    |            |                |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

**SUMMARY - Midblock Count - Speed Data**

| <b>LOCATION:</b> SR-20 S of Pyle Rd |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>QC JOB #:</b> 17073019 |  |            |                   |
|-------------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|---------------------------|--|------------|-------------------|
| <b>SPECIFIC LOCATION:</b>           |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DIRECTION:</b> NB      |  |            |                   |
| <b>CITY/STATE:</b> Nice, CA         |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DATE:</b> Aug 22 2025  |  |            |                   |
| Speed Range                         | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999                 | Total  | Pace Speed | Number in<br>Pace |
| <b>Grand Total</b>                  | 200     | 276      | 749      | 2002     | 2613     | 891      | 77       | 5        | 0        | 0        | 0        | 0        | 0        | 0                         | 6813   | 26-35      | 4615              |
| <b>Percent</b>                      | 2.9%    | 4.1%     | 11%      | 29.4%    | 38.4%    | 13.1%    | 1.1%     | 0.1%     | 0%       | 0%       | 0%       | 0%       | 0%       | 0%                        |  |            |                   |
| <b>Cumulative Percent</b>           | 2.9%    | 7%       | 18%      | 47.4%    | 85.7%    | 98.8%    | 99.9%    | 100%     | 100%     | 100%     | 100%     | 100%     | 100%     | 100%                      |  |            |                   |
| <b>ADT<br/>6813</b>                 |         |          |          |          |          |          |          |          |          |          |          |          |          |                           | <b>85th Percentile:</b> 34 MPH<br><b>Mean Speed(Average):</b> 30 MPH<br><b>Median:</b> 30 MPH<br><b>Mode:</b> 33 MPH |            |                   |
| <i>Comments:</i>                    |         |          |          |          |          |          |          |          |          |          |          |          |          |                           |  |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Speed Data

**LOCATION:** SR-20 S of Pyle Rd **QC JOB #:** 17073019  
**SPECIFIC LOCATION:** **DIRECTION:** SB  
**CITY/STATE:** Nice, CA **DATE:** Aug 22 2025

| Start Time        | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total | Pace Speed | Number<br>in Pace |
|-------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-------|------------|-------------------|
| 12:00 AM          | 0       | 0        | 1        | 0        | 5        | 9        | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 19    | 31-40      | 14                |
| 12:15 AM          | 0       | 0        | 0        | 2        | 10       | 11       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 25    | 31-40      | 21                |
| 12:30 AM          | 0       | 0        | 1        | 4        | 8        | 4        | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 21    | 31-40      | 12                |
| 12:45 AM          | 1       | 0        | 0        | 1        | 10       | 7        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 20    | 31-40      | 17                |
| 01:00 AM          | 0       | 0        | 1        | 2        | 6        | 6        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 18    | 31-40      | 12                |
| 01:15 AM          | 0       | 0        | 0        | 1        | 2        | 7        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0         | 11    | 31-40      | 9                 |
| 01:30 AM          | 0       | 0        | 1        | 3        | 8        | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 16    | 31-40      | 12                |
| 01:45 AM          | 0       | 0        | 4        | 2        | 4        | 5        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 16    | 31-40      | 9                 |
| 02:00 AM          | 0       | 0        | 0        | 0        | 8        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 11    | 31-40      | 10                |
| 02:15 AM          | 0       | 0        | 0        | 2        | 2        | 4        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0         | 10    | 31-40      | 6                 |
| 02:30 AM          | 0       | 0        | 0        | 0        | 6        | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 10    | 31-40      | 10                |
| 02:45 AM          | 0       | 0        | 1        | 2        | 4        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9     | 31-40      | 6                 |
| 03:00 AM          | 1       | 0        | 0        | 0        | 1        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4     | 31-40      | 2                 |
| 03:15 AM          | 0       | 0        | 0        | 0        | 3        | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 7     | 31-40      | 7                 |
| 03:30 AM          | 0       | 1        | 0        | 2        | 1        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6     | 26-35      | 3                 |
| 03:45 AM          | 0       | 0        | 2        | 2        | 2        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9     | 31-40      | 5                 |
| 04:00 AM          | 0       | 0        | 0        | 2        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4     | 26-35      | 4                 |
| 04:15 AM          | 0       | 0        | 0        | 2        | 5        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8     | 26-35      | 7                 |
| 04:30 AM          | 0       | 0        | 0        | 1        | 0        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3     | 31-40      | 2                 |
| 04:45 AM          | 0       | 0        | 0        | 1        | 2        | 7        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 10    | 31-40      | 9                 |
| 05:00 AM          | 0       | 0        | 1        | 2        | 1        | 2        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8     | 36-45      | 4                 |
| 05:15 AM          | 0       | 0        | 0        | 0        | 3        | 1        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0         | 5     | 31-40      | 4                 |
| 05:30 AM          | 0       | 0        | 2        | 1        | 2        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 8     | 31-40      | 5                 |
| 05:45 AM          | 0       | 0        | 3        | 1        | 5        | 3        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 14    | 31-40      | 8                 |
| <b>Day Total</b>  |         |          |          |          |          |          |          |          |          |          |          |          |          |           |       |            |                   |
| <b>Percent</b>    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |       |            |                   |
| <b>AM Peak</b>    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |       |            |                   |
| <b>15-min Vol</b> |         |          |          |          |          |          |          |          |          |          |          |          |          |           |       |            |                   |
| <b>PM Peak</b>    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |       |            |                   |
| <b>15-min Vol</b> |         |          |          |          |          |          |          |          |          |          |          |          |          |           |       |            |                   |
| <i>Comments:</i>  |         |          |          |          |          |          |          |          |          |          |          |          |          |           |       |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: SR-20 S of Pyle Rd |         |          |          |          |          |          |          |          |          |          |          |          |          |           | QC JOB #: 17073019 |            |                   |
|------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:           |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DIRECTION: SB      |            |                   |
| CITY/STATE: Nice, CA         |         |          |          |          |          |          |          |          |          |          |          |          |          |           | DATE: Aug 22 2025  |            |                   |
| Start Time                   | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total              | Pace Speed | Number<br>in Pace |
| 06:00 AM                     | 1       | 0        | 1        | 1        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5                  | 21-30      | 2                 |
| 06:15 AM                     | 1       | 0        | 0        | 2        | 8        | 4        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 17                 | 31-40      | 12                |
| 06:30 AM                     | 0       | 0        | 0        | 1        | 4        | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9                  | 31-40      | 7                 |
| 06:45 AM                     | 0       | 1        | 0        | 3        | 5        | 6        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 17                 | 31-40      | 11                |
| 07:00 AM                     | 0       | 0        | 1        | 2        | 5        | 5        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 14                 | 31-40      | 10                |
| 07:15 AM                     | 0       | 0        | 0        | 2        | 7        | 8        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 19                 | 31-40      | 15                |
| 07:30 AM                     | 1       | 0        | 0        | 3        | 11       | 9        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 25                 | 31-40      | 20                |
| 07:45 AM                     | 0       | 1        | 0        | 3        | 10       | 5        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 22                 | 31-40      | 15                |
| 08:00 AM                     | 0       | 0        | 0        | 4        | 12       | 10       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 27                 | 31-40      | 22                |
| 08:15 AM                     | 0       | 0        | 0        | 4        | 11       | 15       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 33                 | 31-40      | 26                |
| 08:30 AM                     | 3       | 1        | 2        | 9        | 14       | 18       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 50                 | 31-40      | 32                |
| 08:45 AM                     | 1       | 0        | 2        | 7        | 25       | 10       | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 50                 | 31-40      | 35                |
| 09:00 AM                     | 0       | 1        | 2        | 9        | 17       | 19       | 7        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 55                 | 31-40      | 36                |
| 09:15 AM                     | 2       | 0        | 0        | 8        | 49       | 37       | 5        | 1        | 0        | 0        | 0        | 0        | 0        | 0         | 102                | 31-40      | 86                |
| 09:30 AM                     | 1       | 1        | 2        | 9        | 34       | 34       | 8        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 89                 | 31-40      | 68                |
| 09:45 AM                     | 0       | 2        | 1        | 8        | 27       | 21       | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 64                 | 31-40      | 48                |
| 10:00 AM                     | 0       | 0        | 4        | 11       | 23       | 17       | 7        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 62                 | 31-40      | 40                |
| 10:15 AM                     | 1       | 2        | 6        | 9        | 17       | 22       | 6        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 63                 | 31-40      | 39                |
| 10:30 AM                     | 3       | 1        | 5        | 11       | 29       | 18       | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 72                 | 31-40      | 47                |
| 10:45 AM                     | 2       | 0        | 3        | 10       | 38       | 26       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 81                 | 31-40      | 64                |
| 11:00 AM                     | 0       | 3        | 1        | 6        | 33       | 29       | 5        | 1        | 1        | 0        | 0        | 0        | 0        | 0         | 79                 | 31-40      | 62                |
| 11:15 AM                     | 2       | 0        | 6        | 16       | 28       | 19       | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 76                 | 31-40      | 47                |
| 11:30 AM                     | 0       | 0        | 3        | 17       | 37       | 22       | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0         | 83                 | 31-40      | 59                |
| 11:45 AM                     | 1       | 2        | 2        | 17       | 40       | 22       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 86                 | 31-40      | 62                |
| Day Total                    |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| Percent                      |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| AM Peak<br>15-min Vol        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| PM Peak<br>15-min Vol        |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |
| <i>Comments:</i>             |         |          |          |          |          |          |          |          |          |          |          |          |          |           |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: SR-20 S of Pyle Rd |         |          |          |          |          |          |          |          |          |          |          |          |          | QC JOB #: 17073019 |       |            |                   |
|------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|-------|------------|-------------------|
| SPECIFIC LOCATION:           |         |          |          |          |          |          |          |          |          |          |          |          |          | DIRECTION: SB      |       |            |                   |
| CITY/STATE: Nice, CA         |         |          |          |          |          |          |          |          |          |          |          |          |          | DATE: Aug 22 2025  |       |            |                   |
| Start Time                   | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999          | Total | Pace Speed | Number<br>in Pace |
| 12:00 PM                     | 2       | 0        | 5        | 18       | 47       | 19       | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 95    | 31-40      | 66                |
| 12:15 PM                     | 0       | 2        | 1        | 19       | 48       | 21       | 6        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 97    | 31-40      | 69                |
| 12:30 PM                     | 6       | 2        | 6        | 20       | 49       | 28       | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 116   | 31-40      | 77                |
| 12:45 PM                     | 2       | 0        | 0        | 11       | 57       | 38       | 6        | 1        | 0        | 0        | 0        | 0        | 0        | 0                  | 115   | 31-40      | 95                |
| 01:00 PM                     | 0       | 0        | 0        | 8        | 43       | 46       | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0                  | 100   | 31-40      | 89                |
| 01:15 PM                     | 6       | 1        | 4        | 24       | 50       | 19       | 4        | 2        | 0        | 0        | 0        | 0        | 0        | 0                  | 110   | 26-35      | 74                |
| 01:30 PM                     | 0       | 0        | 1        | 18       | 68       | 44       | 5        | 0        | 1        | 0        | 0        | 0        | 0        | 0                  | 137   | 31-40      | 112               |
| 01:45 PM                     | 3       | 4        | 3        | 10       | 40       | 51       | 7        | 1        | 0        | 0        | 0        | 0        | 0        | 0                  | 119   | 31-40      | 91                |
| 02:00 PM                     | 4       | 5        | 11       | 19       | 55       | 32       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 126   | 31-40      | 87                |
| 02:15 PM                     | 8       | 6        | 10       | 24       | 70       | 20       | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0                  | 142   | 26-35      | 94                |
| 02:30 PM                     | 3       | 5        | 0        | 9        | 52       | 32       | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 106   | 31-40      | 84                |
| 02:45 PM                     | 0       | 0        | 4        | 15       | 66       | 38       | 6        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 129   | 31-40      | 104               |
| 03:00 PM                     | 1       | 0        | 0        | 8        | 48       | 47       | 4        | 2        | 0        | 0        | 0        | 0        | 0        | 0                  | 110   | 31-40      | 95                |
| 03:15 PM                     | 2       | 0        | 2        | 10       | 49       | 44       | 9        | 1        | 0        | 0        | 0        | 0        | 0        | 0                  | 117   | 31-40      | 93                |
| 03:30 PM                     | 3       | 0        | 8        | 13       | 60       | 49       | 4        | 1        | 0        | 0        | 0        | 0        | 0        | 0                  | 138   | 31-40      | 109               |
| 03:45 PM                     | 4       | 1        | 2        | 28       | 64       | 34       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 135   | 31-40      | 98                |
| 04:00 PM                     | 1       | 1        | 8        | 16       | 61       | 30       | 3        | 1        | 0        | 0        | 0        | 0        | 0        | 0                  | 121   | 31-40      | 91                |
| 04:15 PM                     | 2       | 1        | 1        | 12       | 65       | 23       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 107   | 31-40      | 88                |
| 04:30 PM                     | 1       | 0        | 4        | 29       | 65       | 37       | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0                  | 138   | 31-40      | 102               |
| 04:45 PM                     | 5       | 1        | 2        | 4        | 69       | 51       | 7        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 139   | 31-40      | 120               |
| 05:00 PM                     | 4       | 1        | 3        | 18       | 64       | 45       | 7        | 2        | 0        | 0        | 0        | 0        | 0        | 0                  | 144   | 31-40      | 109               |
| 05:15 PM                     | 2       | 1        | 3        | 14       | 53       | 48       | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 126   | 31-40      | 101               |
| 05:30 PM                     | 2       | 5        | 6        | 15       | 76       | 50       | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 158   | 31-40      | 126               |
| 05:45 PM                     | 0       | 0        | 3        | 25       | 55       | 41       | 10       | 0        | 0        | 0        | 0        | 0        | 0        | 0                  | 134   | 31-40      | 96                |
| Day Total                    |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |
| Percent                      |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |
| AM Peak<br>15-min Vol        |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |
| PM Peak<br>15-min Vol        |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |
| <i>Comments:</i>             |         |          |          |          |          |          |          |          |          |          |          |          |          |                    |       |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Speed Data

| LOCATION: SR-20 S of Pyle Rd  |              |               |               |                |               |               |               |              |               |               |               |               |               |               | QC JOB #: 17073019 |            |                   |
|-------------------------------|--------------|---------------|---------------|----------------|---------------|---------------|---------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------------|------------|-------------------|
| SPECIFIC LOCATION:            |              |               |               |                |               |               |               |              |               |               |               |               |               |               | DIRECTION: SB      |            |                   |
| CITY/STATE: Nice, CA          |              |               |               |                |               |               |               |              |               |               |               |               |               |               | DATE: Aug 22 2025  |            |                   |
| Start Time                    | 1<br>15      | 16<br>20      | 21<br>25      | 26<br>30       | 31<br>35      | 36<br>40      | 41<br>45      | 46<br>50     | 51<br>55      | 56<br>60      | 61<br>65      | 66<br>70      | 71<br>75      | 76<br>999     | Total              | Pace Speed | Number<br>in Pace |
| 06:00 PM                      | 2            | 0             | 2             | 9              | 70            | 30            | 2             | 1            | 0             | 0             | 0             | 0             | 0             | 0             | 116                | 31-40      | 100               |
| 06:15 PM                      | 1            | 0             | 1             | 22             | 49            | 32            | 4             | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 109                | 31-40      | 81                |
| 06:30 PM                      | 0            | 1             | 1             | 16             | 78            | 51            | 9             | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 156                | 31-40      | 129               |
| 06:45 PM                      | 2            | 0             | 1             | 21             | 47            | 38            | 6             | 2            | 0             | 1             | 0             | 0             | 0             | 0             | 118                | 31-40      | 85                |
| 07:00 PM                      | 2            | 1             | 0             | 9              | 47            | 46            | 12            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 117                | 31-40      | 93                |
| 07:15 PM                      | 0            | 0             | 2             | 12             | 49            | 27            | 5             | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 95                 | 31-40      | 76                |
| 07:30 PM                      | 4            | 5             | 2             | 17             | 29            | 39            | 8             | 1            | 0             | 0             | 0             | 0             | 0             | 0             | 105                | 31-40      | 68                |
| 07:45 PM                      | 1            | 1             | 2             | 9              | 66            | 39            | 8             | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 126                | 31-40      | 105               |
| 08:00 PM                      | 1            | 0             | 0             | 5              | 24            | 39            | 8             | 1            | 1             | 0             | 0             | 0             | 0             | 0             | 79                 | 31-40      | 63                |
| 08:15 PM                      | 0            | 3             | 7             | 10             | 32            | 35            | 5             | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 92                 | 31-40      | 67                |
| 08:30 PM                      | 1            | 1             | 0             | 13             | 42            | 37            | 6             | 1            | 0             | 0             | 0             | 0             | 0             | 0             | 101                | 31-40      | 79                |
| 08:45 PM                      | 0            | 1             | 1             | 7              | 28            | 28            | 2             | 1            | 0             | 0             | 0             | 0             | 0             | 0             | 68                 | 31-40      | 56                |
| 09:00 PM                      | 0            | 0             | 3             | 10             | 45            | 22            | 2             | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 82                 | 31-40      | 67                |
| 09:15 PM                      | 8            | 2             | 7             | 6              | 33            | 35            | 5             | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 96                 | 31-40      | 68                |
| 09:30 PM                      | 1            | 0             | 1             | 10             | 48            | 25            | 2             | 1            | 1             | 0             | 0             | 0             | 0             | 0             | 89                 | 31-40      | 73                |
| 09:45 PM                      | 6            | 1             | 4             | 16             | 32            | 17            | 1             | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 77                 | 31-40      | 49                |
| 10:00 PM                      | 1            | 0             | 1             | 9              | 33            | 27            | 0             | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 71                 | 31-40      | 60                |
| 10:15 PM                      | 2            | 3             | 1             | 13             | 33            | 32            | 3             | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 87                 | 31-40      | 65                |
| 10:30 PM                      | 1            | 4             | 3             | 11             | 25            | 22            | 4             | 1            | 0             | 0             | 0             | 0             | 0             | 0             | 71                 | 31-40      | 47                |
| 10:45 PM                      | 1            | 1             | 1             | 16             | 37            | 12            | 4             | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 72                 | 26-35      | 53                |
| 11:00 PM                      | 1            | 1             | 1             | 12             | 29            | 15            | 2             | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 61                 | 31-40      | 44                |
| 11:15 PM                      | 0            | 1             | 1             | 0              | 23            | 20            | 7             | 1            | 0             | 0             | 0             | 0             | 0             | 0             | 53                 | 31-40      | 43                |
| 11:30 PM                      | 0            | 0             | 0             | 6              | 26            | 33            | 4             | 2            | 1             | 0             | 0             | 0             | 0             | 0             | 72                 | 31-40      | 59                |
| 11:45 PM                      | 0            | 0             | 0             | 3              | 26            | 25            | 2             | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 56                 | 31-40      | 51                |
| <b>Day Total</b>              | 117          | 78            | 187           | 854            | 2910          | 2087          | 329           | 32           | 5             | 1             | 0             | 0             | 0             | 0             | 6600               | 31-40      | 4997              |
| <b>Percent</b>                | 1.8%         | 1.2%          | 2.8%          | 12.9%          | 44.1%         | 31.6%         | 5%            | 0.5%         | 0.1%          | 0%            | 0%            | 0%            | 0%            | 0%            |                    |            |                   |
|                               |              |               |               |                |               |               |               |              |               |               |               |               |               |               |                    |            |                   |
| <b>AM Peak<br/>15-min Vol</b> | 8:30 AM<br>3 | 11:00 AM<br>3 | 10:15 AM<br>6 | 11:30 AM<br>17 | 9:15 AM<br>49 | 9:15 AM<br>37 | 9:30 AM<br>8  | 1:15 AM<br>1 | 11:00 AM<br>1 | 12:00 AM<br>0 | 12:00 AM<br>0 | 12:00 AM<br>0 | 12:00 AM<br>0 | 12:00 AM<br>0 | 9:15 AM<br>102     |            |                   |
| <b>PM Peak<br/>15-min Vol</b> | 2:15 PM<br>8 | 2:15 PM<br>6  | 2:00 PM<br>11 | 4:30 PM<br>29  | 6:30 PM<br>78 | 1:45 PM<br>51 | 7:00 PM<br>12 | 1:15 PM<br>2 | 1:30 PM<br>1  | 6:45 PM<br>1  | 12:00 PM<br>0 | 12:00 PM<br>0 | 12:00 PM<br>0 | 12:00 PM<br>0 | 5:30 PM<br>158     |            |                   |
| <i>Comments:</i>              |              |               |               |                |               |               |               |              |               |               |               |               |               |               |                    |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

**SUMMARY - Midblock Count - Speed Data**

| <b>LOCATION:</b> SR-20 S of Pyle Rd |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>QC JOB #:</b> 17073019 |  |            |                   |
|-------------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|---------------------------|--|------------|-------------------|
| <b>SPECIFIC LOCATION:</b>           |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DIRECTION:</b> SB      |  |            |                   |
| <b>CITY/STATE:</b> Nice, CA         |         |          |          |          |          |          |          |          |          |          |          |          |          | <b>DATE:</b> Aug 22 2025  |  |            |                   |
| Speed Range                         | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999                 | Total  | Pace Speed | Number in<br>Pace |
| <b>Grand Total</b>                  | 117     | 78       | 187      | 854      | 2910     | 2087     | 329      | 32       | 5        | 1        | 0        | 0        | 0        | 0                         | 6600   | 31-40      | 4997              |
| <b>Percent</b>                      | 1.8%    | 1.2%     | 2.8%     | 12.9%    | 44.1%    | 31.6%    | 5%       | 0.5%     | 0.1%     | 0%       | 0%       | 0%       | 0%       | 0%                        |  |            |                   |
| <b>Cumulative Percent</b>           | 1.8%    | 3%       | 5.8%     | 18.7%    | 62.8%    | 94.4%    | 99.4%    | 99.9%    | 100%     | 100%     | 100%     | 100%     | 100%     | 100%                      |  |            |                   |
| <b>ADT<br/>6600</b>                 |         |          |          |          |          |          |          |          |          |          |          |          |          |                           | <b>85th Percentile:</b> 38 MPH<br><b>Mean Speed(Average):</b> 33 MPH<br><b>Median:</b> 33 MPH<br><b>Mode:</b> 33 MPH |            |                   |
| <i>Comments:</i>                    |         |          |          |          |          |          |          |          |          |          |          |          |          |                           |  |            |                   |

Report generated on 8/26/2025 4:00 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

***APPENDIX D***  
**NEAR-MISS DATA**

Project Number 170730  
 Project Name Robinson Rancheria Safety Action Plan

[Permitted Left Turn  
Meta Data](#)

TO VIEW LOCATION DETAILS, SELECT LINKS BELOW

| Site Code(s) | Site Name   | Total Hours Studied | Total Conflicts |            |            | Veh - Veh Conflicts |            |            | Ped - Veh Conflicts |            |            | Bike - Veh Conflicts |            |            | Highlights                        | Diagrams                         |
|--------------|---|---------------------|-----------------|------------|------------|---------------------|------------|------------|---------------------|------------|------------|----------------------|------------|------------|-----------------------------------|----------------------------------|
|              |   |                     | 0.0 - 1.5s      | 1.5 - 2.0s | 2.0 - 3.0s | 0.0 - 1.5s          | 1.5 - 2.0s | 2.0 - 3.0s | 0.0 - 1.5s          | 1.5 - 2.0s | 2.0 - 3.0s | 0.0 - 1.5s           | 1.5 - 2.0s | 2.0 - 3.0s | By Location                       | By Location                      |
| 01           | <a href="#">1 - SR-20 - Pomo Way</a>                                | 24                  | 0               | 1          | 25         | 0                   | 1          | 25         | 0                   | 0          | 0          | 0                    | 0          | 0          | <a href="#">Video Compilation</a> | <a href="#">Summary Diagrams</a> |
| 02           | <a href="#">2 - Robinson Rancheria Casino Driveway 1 - Pomo Way</a> | 24                  | 0               | 0          | 0          | 0                   | 0          | 0          | 0                   | 0          | 0          | 0                    | 0          | 0          | --                                | <a href="#">Summary Diagrams</a> |
| 03           | <a href="#">3 - Robinson Rancheria Casino Driveway 2 - Pomo Way</a> | 24                  | 0               | 0          | 0          | 0                   | 0          | 0          | 0                   | 0          | 0          | 0                    | 0          | 0          | --                                | <a href="#">Summary Diagrams</a> |
| 04           | <a href="#">4 - Acorn Dr - Pomo Way</a>                             | 24                  | 0               | 0          | 0          | 0                   | 0          | 0          | 0                   | 0          | 0          | 0                    | 0          | 0          | --                                | <a href="#">Summary Diagrams</a> |
| 05           | <a href="#">5 - SR-20 - R Pomo Pumps Dwy</a>                        | 24                  | 1               | 5          | 14         | 0                   | 4          | 14         | 1                   | 1          | 0          | 0                    | 0          | 0          | <a href="#">Video Compilation</a> | <a href="#">Summary Diagrams</a> |
| 06           | <a href="#">6 - SR-20 - Pyle Rd/Nice-Lucerne Cutoff</a>             | 24                  | 2               | 1          | 4          | 2                   | 0          | 2          | 0                   | 1          | 2          | 0                    | 0          | 0          | <a href="#">Video Compilation</a> | <a href="#">Summary Diagrams</a> |

Website [www.QualityCounts.net](http://www.QualityCounts.net)  
 Email [info@QualityCounts.net](mailto:info@QualityCounts.net)  
 Phone 971.223.0000

**TO VIEW LOCATION DETAILS, SELECT LINKS IN THE PROJECT SUMMARY TAB**

Site Name: 1 - SR-20 - Pomo Way  
 Total Conflicts: 26  
 Total Hours Studied: 24

Site Code Starting Time Ending Time Starting Date  
 01 00:00:00 00:00:00 08/22/2025

| Near Miss Summary | Veh-Veh | Veh-Ped | Veh-Bike | Total | Video Links          |
|-------------------|---------|---------|----------|-------|----------------------|
| 0.0 - 1.5s        | 0       | 0       | 0        | 0     | --                   |
| 1.5 - 2.0s        | 1       | 0       | 0        | 1     | <a href="#">Link</a> |
| 2.0 - 3.0s        | 25      | 0       | 0        | 25    | <a href="#">Link</a> |

| Near Misses by Movement Type | 0.0 - 3.0s |
|------------------------------|------------|
| WB Left NB Thru              | 15         |
| SB Left NB Thru              | 11         |

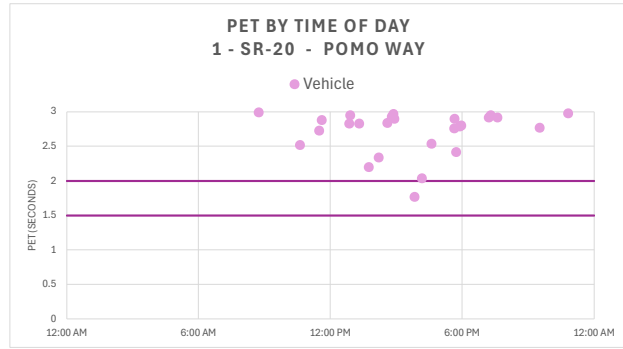
Highlight Reel [Link](#)  
 Diagrams [Link](#)  
 Left Turn Meta Data [Link](#)

PEDESTRIANS  
 Movement 1 Movement 2 Ped Leg Vehicle class PET (sec) Event time Date Camera Facing Direction

BICYCLES  
 Movement 1 Movement 2 Movement 1 Movement 2 PET (sec) Event time Date Camera Facing Direction

VEHICLES

| Movement 1 | Movement 2 | Movement 1    | Movement 2    | PET (sec) | Event time | Date       | Camera Facing Direction |
|------------|------------|---------------|---------------|-----------|------------|------------|-------------------------|
| SB Left    | NB Thru    | cl2_passenge  | cl3_four_tire | 2.99      | 8:43:59    | 08/22/2025 | South East              |
| WB Left    | NB Thru    | cl2_passenge  | cl4_bus       | 2.52      | 10:37:04   | 08/22/2025 | South East              |
| WB Left    | NB Thru    | cl1_motorcyc  | cl3_four_tire | 2.73      | 11:29:05   | 08/22/2025 | South East              |
| SB Left    | NB Thru    | cl2_passenge  | cl2_passenge  | 2.88      | 11:36:28   | 08/22/2025 | South East              |
| WB Left    | NB Thru    | cl2_passenge  | cl3_four_tire | 2.83      | 12:51:11   | 08/22/2025 | South East              |
| WB Left    | NB Thru    | cl2_passenge  | cl2_passenge  | 2.95      | 12:54:00   | 08/22/2025 | North East              |
| SB Left    | NB Thru    | cl2_passenge  | cl3_four_tire | 2.83      | 13:18:21   | 08/22/2025 | South East              |
| SB Left    | NB Thru    | cl2_passenge  | cl3_four_tire | 2.2       | 13:44:35   | 08/22/2025 | North East              |
| SB Left    | NB Thru    | cl3_four_tire | cl2_passenge  | 2.34      | 14:11:44   | 08/22/2025 | South East              |
| WB Left    | NB Thru    | cl3_four_tire | cl2_passenge  | 2.84      | 14:35:12   | 08/22/2025 | South East              |
| SB Left    | NB Thru    | cl2_passenge  | cl2_passenge  | 2.93      | 14:47:28   | 08/22/2025 | North East              |
| WB Left    | NB Thru    | cl2_passenge  | cl3_four_tire | 2.97      | 14:52:04   | 08/22/2025 | North East              |
| SB Left    | NB Thru    | cl3_four_tire | cl2_passenge  | 2.9       | 14:54:29   | 08/22/2025 | North East              |
| WB Left    | NB Thru    | cl2_passenge  | cl2_passenge  | 1.77      | 15:49:50   | 08/22/2025 | South East              |
| WB Left    | NB Thru    | cl2_passenge  | cl2_passenge  | 2.04      | 16:09:09   | 08/22/2025 | North East              |
| WB Left    | NB Thru    | cl3_four_tire | cl2_passenge  | 2.54      | 16:35:48   | 08/22/2025 | North East              |
| WB Left    | NB Thru    | cl2_passenge  | cl3_four_tire | 2.76      | 17:37:33   | 08/22/2025 | North East              |
| SB Left    | NB Thru    | cl1_motorcyc  | cl2_passenge  | 2.9       | 17:38:39   | 08/22/2025 | South East              |
| WB Left    | NB Thru    | cl2_passenge  | cl2_passenge  | 2.42      | 17:42:47   | 08/22/2025 | South East              |
| SB Left    | NB Thru    | cl2_passenge  | cl3_four_tire | 2.79      | 17:52:45   | 08/22/2025 | North East              |
| SB Left    | NB Thru    | cl2_passenge  | cl2_passenge  | 2.8       | 17:57:11   | 08/22/2025 | North East              |
| WB Left    | NB Thru    | cl2_passenge  | cl3_four_tire | 2.92      | 19:12:17   | 08/22/2025 | North East              |
| WB Left    | NB Thru    | cl2_passenge  | cl2_passenge  | 2.95      | 19:17:39   | 08/22/2025 | South East              |
| WB Left    | NB Thru    | cl1_motorcyc  | cl2_passenge  | 2.92      | 19:35:41   | 08/22/2025 | North East              |
| SB Left    | NB Thru    | cl2_passenge  | cl2_passenge  | 2.77      | 21:30:45   | 08/22/2025 | South East              |
| WB Left    | NB Thru    | cl2_passenge  | cl2_passenge  | 2.98      | 22:48:33   | 08/22/2025 | North East              |



Site Name: 2 - Robinson Rancheria Casino Driveway 1 - Pomo Way  
 Total Conflicts: 0  
 Total Hours Studied: 24

Site Code Starting Time Ending Time Starting Date  
 02 00:00:00 00:00:00 08/22/2025

| Near Miss Summary | Veh-Veh | Veh-Ped | Veh-Bike | Total | Video Links |
|-------------------|---------|---------|----------|-------|-------------|
| 0.0 - 1.5s        | 0       | 0       | 0        | 0     | --          |
| 1.5 - 2.0s        | 0       | 0       | 0        | 0     | --          |
| 2.0 - 3.0s        | 0       | 0       | 0        | 0     | --          |

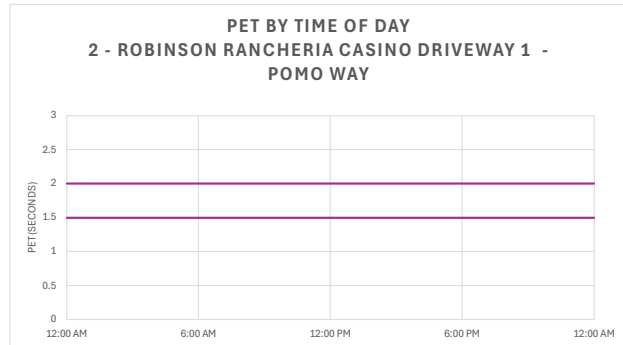
Highlight Reel --  
 Diagrams [Link](#)  
 Left Turn Meta Data [Link](#)

| Near Misses by Movement Type | 0.0 - 3.0s |
|------------------------------|------------|
|                              |            |

PEDESTRIANS  
 Movement 1 Movement 2 Ped Leg Vehicle class PET (sec) Event time Date Camera Facing Direction

BICYCLES  
 Movement 1 Movement 2 Movement 1 Movement 2 PET (sec) Event time Date Camera Facing Direction

VEHICLES  
 Movement 1 Movement 2 Movement 1 Movement 2 PET (sec) Event time Date Camera Facing Direction



Site Name: 3 - Robinson Rancheria Casino Driveway 2 - Pomo Way  
 Total Conflicts: 0  
 Total Hours Studied: 24

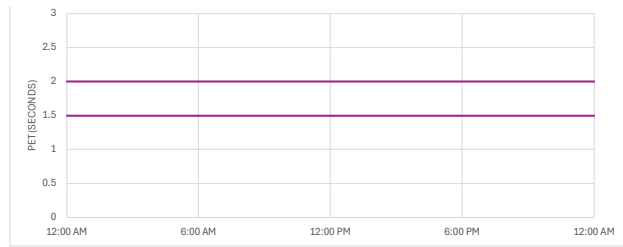
Site Code Starting Time Ending Time Starting Date  
 03 00:00:00 00:00:00 08/22/2025



| Near Miss Summary | Veh-Veh | Veh-Ped | Veh-Bike | Total | Video Links |
|-------------------|---------|---------|----------|-------|-------------|
| 0.0 - 1.5s        | 0       | 0       | 0        | 0     | --          |
| 1.5 - 2.0s        | 0       | 0       | 0        | 0     | --          |
| 2.0 - 3.0s        | 0       | 0       | 0        | 0     | --          |

Highlight Reel --  
 Diagrams [Link](#)  
 Left Turn Meta Data [Link](#)

Near Misses by Movement Type 0.0 - 3.0s



PEDESTRIANS  
 Movement 1 Movement 2 Ped Leg Vehicle class PET (sec) Event time Date Camera Facing Direction

BICYCLES  
 Movement 1 Movement 2 Movement 1 Movement 2 PET (sec) Event time Date Camera Facing Direction

VEHICLES  
 Movement 1 Movement 2 Movement 1 Movement 2 PET (sec) Event time Date Camera Facing Direction

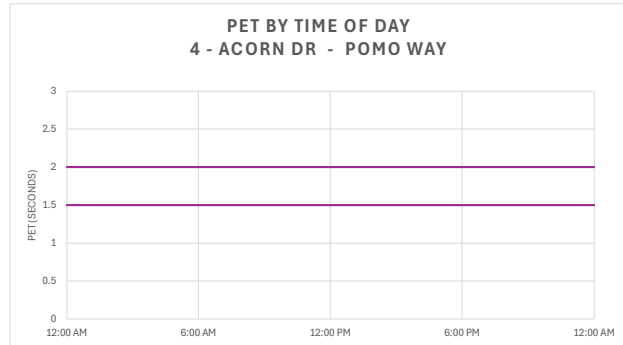
Site Name: 4 - Acorn Dr - Pomo Way  
 Total Conflicts: 0  
 Total Hours Studied: 24

Site Code Starting Time Ending Time Starting Date  
 04 00:00:00 00:00:00 08/22/2025

| Near Miss Summary | Veh-Veh | Veh-Ped | Veh-Bike | Total | Video Links |
|-------------------|---------|---------|----------|-------|-------------|
| 0.0 - 1.5s        | 0       | 0       | 0        | 0     | --          |
| 1.5 - 2.0s        | 0       | 0       | 0        | 0     | --          |
| 2.0 - 3.0s        | 0       | 0       | 0        | 0     | --          |

Highlight Reel --  
 Diagrams [Link](#)  
 Left Turn Meta Data [Link](#)

Near Misses by Movement Type 0.0 - 3.0s



PEDESTRIANS  
 Movement 1 Movement 2 Ped Leg Vehicle class PET (sec) Event time Date Camera Facing Direction

BICYCLES  
 Movement 1 Movement 2 Movement 1 Movement 2 PET (sec) Event time Date Camera Facing Direction

VEHICLES  
 Movement 1 Movement 2 Movement 1 Movement 2 PET (sec) Event time Date Camera Facing Direction

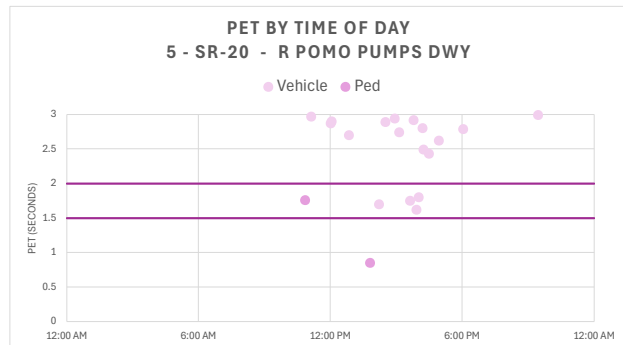
Site Name: 5 - SR-20 - R Pomo Pumps Dwy  
 Total Conflicts: 20  
 Total Hours Studied: 24

Site Code Starting Time Ending Time Starting Date  
 05 00:00:00 00:00:00 08/22/2025

| Near Miss Summary | Veh-Veh | Veh-Ped | Veh-Bike | Total | Video Links          |
|-------------------|---------|---------|----------|-------|----------------------|
| 0.0 - 1.5s        | 0       | 1       | 0        | 1     | <a href="#">Link</a> |
| 1.5 - 2.0s        | 4       | 1       | 0        | 5     | <a href="#">Link</a> |
| 2.0 - 3.0s        | 14      | 0       | 0        | 14    | <a href="#">Link</a> |

Highlight Reel [Link](#)  
 Diagrams [Link](#)  
 Left Turn Meta Data [Link](#)

Near Misses by Movement Type 0.0 - 3.0s  
 EB Left SB Thru 15  
 NB Left SB Thru 3  
 NB Thru SL W to E Ped 1  
 NB Thru SL E to W Ped 1



PEDESTRIANS  
 Movement 1 Movement 2 Ped Leg Vehicle class PET (sec) Event time Date Camera Facing Direction  
 NB Thru W to E Ped SL cl3\_four\_tire\_ 1.76 10:50:38 08/22/2025 North West  
 NB Thru E to W Ped SL cl2\_passenge\_ 0.85 13:47:45 08/22/2025 North West

BICYCLES  
 Movement 1 Movement 2 Movement 1 Movement 2 PET (sec) Event time Date Camera Facing Direction

VEHICLES  
 Movement 1 Movement 2 Movement 1 Movement 2 PET (sec) Event time Date Camera Facing Direction  
 EB Left SB Thru cl2\_passenge cl2\_passenge\_ 2.97 11:07:19 08/22/2025 South East  
 EB Left SB Thru cl3\_four\_tire cl2\_passenge\_ 2.87 12:00:38 08/22/2025 South East  
 EB Left SB Thru cl2\_passenge cl2\_passenge\_ 2.9 12:03:17 08/22/2025 South East  
 NB Left SB Thru cl3\_four\_tire cl3\_four\_tire\_ 2.7 12:50:19 08/22/2025 South East  
 EB Left SB Thru cl2\_passenge cl2\_passenge\_ 1.7 14:12:16 08/22/2025 South East  
 EB Left SB Thru cl2\_passenge cl5\_two\_axle\_ 2.89 14:30:03 08/22/2025 South East  
 EB Left SB Thru cl2\_passenge cl2\_passenge\_ 2.94 14:55:07 08/22/2025 South East

|         |         |                              |      |          |            |            |
|---------|---------|------------------------------|------|----------|------------|------------|
| NB Left | SB Thru | cl3_four_tire_cl2_passenge   | 2.74 | 15:07:27 | 08/22/2025 | South East |
| EB Left | SB Thru | cl5_two_axle_cl2_passenge    | 1.75 | 15:36:57 | 08/22/2025 | South East |
| EB Left | SB Thru | cl2_passenge_cl2_passenge    | 2.92 | 15:46:28 | 08/22/2025 | South East |
| EB Left | SB Thru | cl3_four_tire_cl2_passenge   | 1.62 | 15:55:00 | 08/22/2025 | South East |
| EB Left | SB Thru | cl2_passenge_cl3_four_tire_  | 1.8  | 16:00:54 | 08/22/2025 | South East |
| NB Left | SB Thru | cl3_four_tire_cl2_passenge   | 2.8  | 16:11:37 | 08/22/2025 | South East |
| EB Left | SB Thru | cl3_four_tire_cl2_passenge   | 2.49 | 16:14:01 | 08/22/2025 | South East |
| EB Left | SB Thru | cl2_passenge_cl2_passenge    | 2.43 | 16:28:35 | 08/22/2025 | South East |
| EB Left | SB Thru | cl3_four_tire_cl3_four_tire_ | 2.62 | 16:56:09 | 08/22/2025 | South East |
| EB Left | SB Thru | cl2_passenge_cl3_four_tire_  | 2.79 | 18:02:07 | 08/22/2025 | South East |
| EB Left | SB Thru | cl2_passenge_cl2_passenge    | 2.99 | 21:26:45 | 08/22/2025 | South East |

Site Name: 6 - SR-20 - Pyle Rd/Nice-Lucerne Cutoff  
 Total Conflicts: 7  
 Total Hours Studied: 24

Site Code 06 Starting Time 00:00:00 Ending Time 00:00:00 Starting Date 08/22/2025

Highlight Reel [Link](#)  
 Diagrams [Link](#)  
 Left Turn Meta Data [Link](#)

| Near Miss Summary | Veh-Veh | Veh-Ped | Veh-Bike | Total | Video Links          |
|-------------------|---------|---------|----------|-------|----------------------|
| 0.0 - 1.5s        | 2       | 0       | 0        | 2     | <a href="#">Link</a> |
| 1.5 - 2.0s        | 0       | 1       | 0        | 1     | <a href="#">Link</a> |
| 2.0 - 3.0s        | 2       | 2       | 0        | 4     | <a href="#">Link</a> |

| Near Misses by Movement Type | 0.0 - 3.0s |
|------------------------------|------------|
| SL Ped                       | EB Right 2 |
| EB Right                     | SB Thru 2  |
| WB Right                     | NB Thru 2  |
| WB Right                     | EL Ped 1   |

PEDESTRIANS

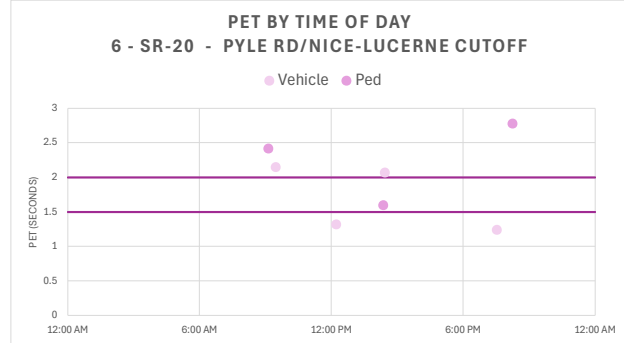
| Movement 1 | Movement 2 | Ped Leg | Vehicle class  | PET (sec) | Event time | Date       | Camera Facing Direction |
|------------|------------|---------|----------------|-----------|------------|------------|-------------------------|
| Ped        | EB Right   | SL      | cl3_four_tire_ | 2.42      | 9:07:37    | 08/22/2025 | North                   |
| WB Right   | Ped        | EL      | cl3_four_tire_ | 1.6       | 14:21:28   | 08/22/2025 | North West              |
| Ped        | EB Right   | SL      | cl2_passenge   | 2.78      | 20:14:36   | 08/22/2025 | North                   |

BICYCLES

| Movement 1 | Movement 2 | Movement 1 | Movement 2 | PET (sec) | Event time | Date | Camera Facing Direction |
|------------|------------|------------|------------|-----------|------------|------|-------------------------|
| 0          |            |            |            |           |            |      |                         |

VEHICLES

| Movement 1 | Movement 2 | Movement 1                 | Movement 2 | PET (sec) | Event time | Date       | Camera Facing Direction |
|------------|------------|----------------------------|------------|-----------|------------|------------|-------------------------|
| EB Right   | SB Thru    | cl3_four_tire_cl2_passenge |            | 2.15      | 9:27:18    | 08/22/2025 | South East              |
| WB Right   | NB Thru    | cl3_four_tire_cl2_passenge |            | 1.32      | 12:12:34   | 08/22/2025 | North West              |
| EB Right   | SB Thru    | cl2_passenge_cl2_passenge  |            | 2.07      | 14:25:58   | 08/22/2025 | South East              |
| WB Right   | NB Thru    | cl2_passenge_cl2_passenge  |            | 1.24      | 19:31:23   | 08/22/2025 | North West              |



***APPENDIX E***  
**PEDESTRIAN SAFETY RISK EVALUATION FORMS**

# DRAFT Project Risk Evaluation

## A Systemic Safety Study of Pedestrians in Tribal Areas

FHWA Reference No. HFL230008PR

When approved, the final version of this worksheet and the associated report will be posted at  
<https://www.tribalsafety.org/ped-study>

# DRAFT Project Risk Evaluation

**Location:** 1 - Pomo Way & CA-20 (NB)

**Proposed Improvements:**

**How does the project enhance community connectivity?**

**What land uses are adjacent to the project site?**

## Risk Factor Summary

**Instructions:**

Select the appropriate factor for the project location. The Pedestrian Risk Score and supporting risk statistics informed by the safety analysis will be provided on page 2. A narrative will be developed on page 3. Including maps or photos of the project location may help others better understand this risk evaluation. The risk may change through a project area, conducting a risk assessment every 1/2-mile or when the roadway cross section changes may be necessary to accurately reflect different roadway segments. Develop a risk evaluation of the location for both the existing and future conditions to demonstrate reduced risk scores.

### Location / Environmental Factors

|  | <b>Score</b> |
|--|--------------|
| <b>Proximity to Land Uses or Pedestrian Attractors:</b> < ¼ mile to residential or commercial land uses          | <b>8</b>     |
| <b>Operating Environment:</b> 2 or 3 lane undivided roadway  | <b>2</b>     |
| <b>Pedestrian Crossing Distance<sup>1</sup>:</b> 51 - 72 ft  | <b>3</b>     |
| <b>Lighting Condition at Vehicle-Pedestrian Conflict Areas:</b> No lighting                                      | <b>2</b>     |
| <b>Posted Speed Limit:</b> 40 or 45 MPH  | <b>4</b>     |
| <b>Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway (Average Daily Traffic):</b> 1,001 - 5,000 ADT | <b>2</b>     |
| <b>Pedestrian Activity<sup>2</sup>:</b> High   | <b>4</b>     |

### Infrastructure Factors

|   |          |
|---|----------|
| <b>Presence of Pedestrian Facilities<sup>3</sup>:</b> Some Facilities | <b>4</b> |
| <b>Paved Shoulder Width:</b> 5 - 9 ft                                 | <b>2</b> |
| <b>Median Type:</b> Earth median (divided roadway)                    | <b>2</b> |

### Other Factors

|   |          |
|---|----------|
| <b>Prior Vehicle-to-Pedestrian Crashes (Or Near Misses) within the Last Five Years<sup>4</sup>:</b> 5 or more crashes | <b>4</b> |
| <b>Availability of Public Safety Services<sup>5</sup>:</b> < 15 minutes   | <b>0</b> |
| <b>Project Scale &amp; Complexity:</b> Low cost (<\$200,000), simple countermeasures                                  | <b>4</b> |

**Pedestrian Risk Evaluation Score** 41 / 62

1: For a crossing related project

2: Pedestrian Activity, as defined in the FHWA *Pedestrian Lighting Primer* (April 2022):

High/Medium: over 10 pedestrians in a peak hour (examples may include downtown retail or office areas, libraries, community buildings, event centers, or transit stops)

Low: 10 or fewer pedestrians in a peak hour (examples may include low density residential areas, semi-rural or suburban areas, etc)

3: Some Facilities: Fragmented sidewalk, sidewalk on only one side of the roadway, signage only for crossings

Adequate Facilities: Sidewalks on both sides of roadway, Separated sidewalk or paved path on one or both sides of roadway, Marked (painted) crosswalk and signage

Enhanced Facilities: Bulb-outs/curb extensions, median refuge island(s), pedestrian signal (pedestrian hybrid beacon, rectangular rapid-flashing beacon)

4: Please attach crash reports or summaries, if available. If no formal reports are available, please attach a description of events

5: Average time elapsed from crash to arrival at treatment facility

# Supporting Information

## Location / Environmental Factors

### Proximity to Land Uses or Pedestrian Attractors

This location is within a 1/4 mile of a pedestrian attractor or residential land use. A majority (71%) of pedestrian fatal and serious injury crashes in Tribal areas occurred within a ¼ mile of an identified land use or potential pedestrian attractor.

### Operating Environment

Nearly 47% of pedestrian fatal or serious injury crashes analyzed occurred on two lane roadways. This operating environment may not include adequate pedestrian facilities and often have higher speed limits.

### Pedestrian Crossing Distance

With a crossing distance of 51-72 ft., a PHB (or other countermeasure) would be appropriate if the roadway has between ~750-1000 vehicles per hour. Crossing distances and vehicle volumes are based on the typical crossing distances noted for pedestrian hybrid beacon warrants in the MUTCD (MUTCD Section 4J). 23% of crashes analyzed occurred at signalized or unsignalized intersections.

### Lighting Condition at Vehicle-Pedestrian Conflict Areas

A high proportion (51%) of the fatal and serious injury pedestrian crashes reviewed occurred in dark, not lighted conditions.

### Posted Speed Limit

This location has a posted speed limit of 40 or 45mph. 12% of fatal and serious injury pedestrian crashes evaluated occurred on roadways with a posted speed limit of 40 or 45 mph.

### Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway

This location has average daily traffic between 1,000 and 5,000 vehicles. Pedestrian exposure to vehicles is moderate.

### Pedestrian Activity

The project will serve a "high" pedestrian activity area/location.

71% of pedestrian crashes reviewed occurred within 1/4-mile of an identified land use or pedestrian attractor.

Pedestrian Activity, as defined in the FHWA Pedestrian Lighting Primer (April 2022):

High/Medium: over 10 pedestrians in a peak hour (examples may include downtown retail or office areas, libraries, community buildings, event centers, or transit stops)

Low: 10 or fewer pedestrians in a peak hour (examples may include low density residential areas, semi-rural or suburban areas, etc)

## Infrastructure Factors

### Presence of Pedestrian Facilities

The project location has limited or "some" facilities. Examples of "some" facilities includes fragmented sidewalk, sidewalk on only one side of the roadway, or signage only (no infrastructure). 23% of crashes evaluated occurred where pedestrian facilities were present.

### Paved Shoulder Width

29% of fatal and serious injury pedestrian crashes evaluated occurred on roadways with paved shoulder widths of 5 to 9 ft. Shoulders less than 4 feet in width have an increased risk of pedestrian injury.

### Median Type

9% of fatal or serious injury pedestrian crashes evaluated occurred where an earth median was present.

## Other Factors

### Prior Vehicle-to-Pedestrian Crashes (Or Near Misses) within the Last Five Years

The project is in a location with a known history of many (5+) vehicle to pedestrian crashes within the last five years.

### Availability of Public Safety Services

The project is in a location where the average time elapsed from a crash to arrival at a treatment facility is 15 minutes or less.

### Project Scale & Complexity

The project could be implemented with simple countermeasures identified with relative low cost. Example countermeasures may include striping, signage, rumble strips, education/enforcement campaigns, planning studies, etc.

**Please note any other relevant information for this project location and attach to this sheet.**

# Risk Evaluation Narrative

## Instructions:

The following narrative repeats the information presented on the previous two pages in a format that may be suitable for use in a grant application narrative. In addition, it may be beneficial to conduct the risk evaluation again for the future condition to demonstrate how the project will reduce risk and improve pedestrian safety.

## Risk Evaluation Narrative

The proposed project was evaluated for pedestrian safety using a risk evaluation tool developed from an analysis of crash data from all Tribal areas in the FHWA publication "A Systemic Safety Study of Pedestrians in Tribal Areas" (FHWA Reference No. HFL230008PR). The evaluation produced a pedestrian risk evaluation score of 41/ 62. The primary factors contributing to this score which will be improved by the proposed project are:

- This location is within a 1/4 mile of a pedestrian attractor or residential land use. A majority (71%) of pedestrian fatal and serious injury crashes in Tribal areas occurred within a ¼ mile of an identified land use or potential pedestrian attractor.
- With a crossing distance of 51-72 ft., a PHB (or other countermeasure) would be appropriate if the roadway has between ~750-1000 vehicles per hour. Crossing distances and vehicle volumes are based on the typical crossing distances noted for pedestrian hybrid beacon warrants in the MUTCD (MUTCD Section 4J). 23% of crashes analyzed occurred at signalized or unsignalized intersections.
- A high proportion (51%) of the fatal and serious injury pedestrian crashes reviewed occurred in dark, not lighted conditions.
- The project location has limited or "some" facilities. Examples of "some" facilities includes fragmented sidewalk, sidewalk on only one side of the roadway, or signage only (no infrastructure). 23% of crashes evaluated occurred where pedestrian facilities were present.
- The project is in a location with a known history of many (5+) vehicle to pedestrian crashes within the last five years.
- The project could be implemented with simple countermeasures identified with relative low cost. Example countermeasures may include striping, signage, rumble strips, education/enforcement campaigns, planning studies, etc.

## **DRAFT Project Risk Evaluation**

# **A Systemic Safety Study of Pedestrians in Tribal Areas**

FHWA Reference No. HFL230008PR

When approved, the final version of this worksheet and the associated report will be posted at  
<https://www.tribalsafety.org/ped-study>

# DRAFT Project Risk Evaluation

**Location:** 2 - Pomo Way & CA-20 (SB)

**Proposed Improvements:**

**How does the project enhance community connectivity?**

**What land uses are adjacent to the project site?**

## Risk Factor Summary

**Instructions:**

Select the appropriate factor for the project location. The Pedestrian Risk Score and supporting risk statistics informed by the safety analysis will be provided on page 2. A narrative will be developed on page 3. Including maps or photos of the project location may help others better understand this risk evaluation. The risk may change through a project area, conducting a risk assessment every 1/2-mile or when the roadway cross section changes may be necessary to accurately reflect different roadway segments. Develop a risk evaluation of the location for both the existing and future conditions to demonstrate reduced risk scores.

### Location / Environmental Factors

|  | Score |
|--|-------|
| <b>Proximity to Land Uses or Pedestrian Attractors:</b> < ¼ mile to residential or commercial land uses          | 8     |
| <b>Operating Environment:</b> 2 or 3 lane undivided roadway  | 2     |
| <b>Pedestrian Crossing Distance<sup>1</sup>:</b> 51 - 72 ft  | 3     |
| <b>Lighting Condition at Vehicle-Pedestrian Conflict Areas:</b> No lighting                                      | 2     |
| <b>Posted Speed Limit:</b> 40 or 45 MPH  | 4     |
| <b>Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway (Average Daily Traffic):</b> 1,001 - 5,000 ADT | 2     |
| <b>Pedestrian Activity<sup>2</sup>:</b> High   | 4     |

### Infrastructure Factors

|   |   |
|---|---|
| <b>Presence of Pedestrian Facilities<sup>3</sup>:</b> Some Facilities | 4 |
| <b>Paved Shoulder Width:</b> 5 - 9 ft                                 | 2 |
| <b>Median Type:</b> Earth median (divided roadway)                    | 2 |

### Other Factors

|   |   |
|---|---|
| <b>Prior Vehicle-to-Pedestrian Crashes (Or Near Misses) within the Last Five Years<sup>4</sup>:</b> 5 or more crashes | 4 |
| <b>Availability of Public Safety Services<sup>5</sup>:</b> < 15 minutes   | 0 |
| <b>Project Scale &amp; Complexity:</b> Low cost (<\$200,000), simple countermeasures                                  | 4 |

**Pedestrian Risk Evaluation Score** 41 / 62

1: For a crossing related project

2: Pedestrian Activity, as defined in the FHWA *Pedestrian Lighting Primer* (April 2022):

High/Medium: over 10 pedestrians in a peak hour (examples may include downtown retail or office areas, libraries, community buildings, event centers, or transit stops)

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4: Please attach crash reports or summaries, if available. If no formal reports are available, please attach a description of events

5: Average time elapsed from crash to arrival at treatment facility

# Supporting Information

## Location / Environmental Factors

### Proximity to Land Uses or Pedestrian Attractors

This location is within a 1/4 mile of a pedestrian attractor or residential land use. A majority (71%) of pedestrian fatal and serious injury crashes in Tribal areas occurred within a ¼ mile of an identified land use or potential pedestrian attractor.

### Operating Environment

Nearly 47% of pedestrian fatal or serious injury crashes analyzed occurred on two lane roadways. This operating environment may not include adequate pedestrian facilities and often have higher speed limits.

### Pedestrian Crossing Distance

With a crossing distance of 51-72 ft., a PHB (or other countermeasure) would be appropriate if the roadway has between ~750-1000 vehicles per hour. Crossing distances and vehicle volumes are based on the typical crossing distances noted for pedestrian hybrid beacon warrants in the MUTCD (MUTCD Section 4J). 23% of crashes analyzed occurred at signalized or unsignalized intersections.

### Lighting Condition at Vehicle-Pedestrian Conflict Areas

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### Posted Speed Limit

This location has a posted speed limit of 40 or 45mph. 12% of fatal and serious injury pedestrian crashes evaluated occurred on roadways with a posted speed limit of 40 or 45 mph.

### Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway

This location has average daily traffic between 1,000 and 5,000 vehicles. Pedestrian exposure to vehicles is moderate.

### Pedestrian Activity

The project will serve a "high" pedestrian activity area/location.

71% of pedestrian crashes reviewed occurred within 1/4-mile of an identified land use or pedestrian attractor.

Pedestrian Activity, as defined in the FHWA Pedestrian Lighting Primer (April 2022):

High/Medium: over 10 pedestrians in a peak hour (examples may include downtown retail or office areas, libraries, community buildings, event centers, or transit stops)

Low: 10 or fewer pedestrians in a peak hour (examples may include low density residential areas, semi-rural or suburban areas, etc)

## Infrastructure Factors

### Presence of Pedestrian Facilities

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### Paved Shoulder Width

29% of fatal and serious injury pedestrian crashes evaluated occurred on roadways with paved shoulder widths of 5 to 9 ft. Shoulders less than 4 feet in width have an increased risk of pedestrian injury.

### Median Type

9% of fatal or serious injury pedestrian crashes evaluated occurred where an earth median was present.

## Other Factors

### Prior Vehicle-to-Pedestrian Crashes (Or Near Misses) within the Last Five Years

The project is in a location with a known history of many (5+) vehicle to pedestrian crashes within the last five years.

### Availability of Public Safety Services

The project is in a location where the average time elapsed from a crash to arrival at a treatment facility is 15 minutes or less.

### Project Scale & Complexity

The project could be implemented with simple countermeasures identified with relative low cost. Example countermeasures may include striping, signage, rumble strips, education/enforcement campaigns, planning studies, etc.

**Please note any other relevant information for this project location and attach to this sheet.**

# Risk Evaluation Narrative

**Instructions:**

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**Risk Evaluation Narrative**

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- This location is within a 1/4 mile of a pedestrian attractor or residential land use. A majority (71%) of pedestrian fatal and serious injury crashes in Tribal areas occurred within a ¼ mile of an identified land use or potential pedestrian attractor.
- With a crossing distance of 51-72 ft., a PHB (or other countermeasure) would be appropriate if the roadway has between ~750-1000 vehicles per hour. Crossing distances and vehicle volumes are based on the typical crossing distances noted for pedestrian hybrid beacon warrants in the MUTCD (MUTCD Section 4J). 23% of crashes analyzed occurred at signalized or unsignalized intersections.
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- The project is in a location with a known history of many (5+) vehicle to pedestrian crashes within the last five years.
- The project could be implemented with simple countermeasures identified with relative low cost. Example countermeasures may include striping, signage, rumble strips, education/enforcement campaigns, planning studies, etc.

## **DRAFT Project Risk Evaluation**

# **A Systemic Safety Study of Pedestrians in Tribal Areas**

FHWA Reference No. HFL230008PR

When approved, the final version of this worksheet and the associated report will be posted at  
<https://www.tribalsafety.org/ped-study>

# DRAFT Project Risk Evaluation

**Location:** 3 - Pomo Way & CA-20 (WB)

**Proposed Improvements:**

**How does the project enhance community connectivity?**

**What land uses are adjacent to the project site?**

## Risk Factor Summary

**Instructions:**

Select the appropriate factor for the project location. The Pedestrian Risk Score and supporting risk statistics informed by the safety analysis will be provided on page 2. A narrative will be developed on page 3. Including maps or photos of the project location may help others better understand this risk evaluation. The risk may change through a project area, conducting a risk assessment every 1/2-mile or when the roadway cross section changes may be necessary to accurately reflect different roadway segments. Develop a risk evaluation of the location for both the existing and future conditions to demonstrate reduced risk scores.

### Location / Environmental Factors

|  | Score |
|--|-------|
| <b>Proximity to Land Uses or Pedestrian Attractors:</b> < ¼ mile to residential or commercial land uses          | 8     |
| <b>Operating Environment:</b> 2 or 3 lane undivided roadway  | 2     |
| <b>Pedestrian Crossing Distance<sup>1</sup>:</b> 51 - 72 ft  | 3     |
| <b>Lighting Condition at Vehicle-Pedestrian Conflict Areas:</b> No lighting                                      | 2     |
| <b>Posted Speed Limit:</b> < 25 MPH  | 0     |
| <b>Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway (Average Daily Traffic):</b> 1,001 - 5,000 ADT | 2     |
| <b>Pedestrian Activity<sup>2</sup>:</b> High   | 4     |

### Infrastructure Factors

|   |   |
|---|---|
| <b>Presence of Pedestrian Facilities<sup>3</sup>:</b> No Facilities | 8 |
| <b>Paved Shoulder Width:</b> 0 - 1 ft                               | 4 |
| <b>Median Type:</b> Earth median (divided roadway)                  | 2 |

### Other Factors

|   |   |
|---|---|
| <b>Prior Vehicle-to-Pedestrian Crashes (Or Near Misses) within the Last Five Years<sup>4</sup>:</b> 5 or more crashes | 4 |
| <b>Availability of Public Safety Services<sup>5</sup>:</b> < 15 minutes   | 0 |
| <b>Project Scale &amp; Complexity:</b> Low cost (<\$200,000), simple countermeasures                                  | 4 |

**Pedestrian Risk Evaluation Score** 43 / 62

1: For a crossing related project

2: Pedestrian Activity, as defined in the FHWA *Pedestrian Lighting Primer* (April 2022):

High/Medium: over 10 pedestrians in a peak hour (examples may include downtown retail or office areas, libraries, community buildings, event centers, or transit stops)

Low: 10 or fewer pedestrians in a peak hour (examples may include low density residential areas, semi-rural or suburban areas, etc)

3: Some Facilities: Fragmented sidewalk, sidewalk on only one side of the roadway, signage only for crossings

Adequate Facilities: Sidewalks on both sides of roadway, Separated sidewalk or paved path on one or both sides of roadway, Marked (painted) crosswalk and signage

Enhanced Facilities: Bulb-outs/curb extensions, median refuge island(s), pedestrian signal (pedestrian hybrid beacon, rectangular rapid-flashing beacon)

4: Please attach crash reports or summaries, if available. If no formal reports are available, please attach a description of events

5: Average time elapsed from crash to arrival at treatment facility

# Supporting Information

## Location / Environmental Factors

### Proximity to Land Uses or Pedestrian Attractors

This location is within a 1/4 mile of a pedestrian attractor or residential land use. A majority (71%) of pedestrian fatal and serious injury crashes in Tribal areas occurred within a 1/4 mile of an identified land use or potential pedestrian attractor.

### Operating Environment

Nearly 47% of pedestrian fatal or serious injury crashes analyzed occurred on two lane roadways. This operating environment may not include adequate pedestrian facilities and often have higher speed limits.

### Pedestrian Crossing Distance

With a crossing distance of 51-72 ft., a PHB (or other countermeasure) would be appropriate if the roadway has between ~750-1000 vehicles per hour. Crossing distances and vehicle volumes are based on the typical crossing distances noted for pedestrian hybrid beacon warrants in the MUTCD (MUTCD Section 4J). 23% of crashes analyzed occurred at signalized or unsignalized intersections.

### Lighting Condition at Vehicle-Pedestrian Conflict Areas

A high proportion (51%) of the fatal and serious injury pedestrian crashes reviewed occurred in dark, not lighted conditions.

### Posted Speed Limit

This location has a posted speed limit of 25mph or less. Fewer fatal and serious injury pedestrian crashes (10%) occurred on roadways with posted speed limit of 25 MPH or less.

### Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway

This location has average daily traffic between 1,000 and 5,000 vehicles. Pedestrian exposure to vehicles is moderate.

### Pedestrian Activity

The project will serve a "high" pedestrian activity area/location.

71% of pedestrian crashes reviewed occurred within 1/4-mile of an identified land use or pedestrian attractor.

Pedestrian Activity, as defined in the FHWA Pedestrian Lighting Primer (April 2022):

High/Medium: over 10 pedestrians in a peak hour (examples may include downtown retail or office areas, libraries, community buildings, event centers, or transit stops)

Low: 10 or fewer pedestrians in a peak hour (examples may include low density residential areas, semi-rural or suburban areas, etc)

## Infrastructure Factors

### Presence of Pedestrian Facilities

The project location has no pedestrian facilities (crosswalk, sidewalk, shared-use path, etc.). Nearly 73% of pedestrian fatal and serious injury crashes occurred on a roadway segment or intersection with no pedestrian facilities.

### Paved Shoulder Width

16% of fatal and serious injury pedestrian crashes evaluated occurred on roadways with no shoulder or a shoulder of 1 ft. or less. Shoulders less than 4 feet in width have an increased risk of pedestrian injury.

### Median Type

9% of fatal or serious injury pedestrian crashes evaluated occurred where an earth median was present.

## Other Factors

### Prior Vehicle-to-Pedestrian Crashes (Or Near Misses) within the Last Five Years

The project is in a location with a known history of many (5+) vehicle to pedestrian crashes within the last five years.

### Availability of Public Safety Services

The project is in a location where the average time elapsed from a crash to arrival at a treatment facility is 15 minutes or less.

### Project Scale & Complexity

The project could be implemented with simple countermeasures identified with relative low cost. Example countermeasures may include striping, signage, rumble strips, education/enforcement campaigns, planning studies, etc.

**Please note any other relevant information for this project location and attach to this sheet.**

# Risk Evaluation Narrative

## Instructions:

The following narrative repeats the information presented on the previous two pages in a format that may be suitable for use in a grant application narrative. In addition, it may be beneficial to conduct the risk evaluation again for the future condition to demonstrate how the project will reduce risk and improve pedestrian safety.

## Risk Evaluation Narrative

The proposed project was evaluated for pedestrian safety using a risk evaluation tool developed from an analysis of crash data from all Tribal areas in the FHWA publication "A Systemic Safety Study of Pedestrians in Tribal Areas" (FHWA Reference No. HFL230008PR). The evaluation produced a pedestrian risk evaluation score of 43/ 62. The primary factors contributing to this score which will be improved by the proposed project are:

- This location is within a 1/4 mile of a pedestrian attractor or residential land use. A majority (71%) of pedestrian fatal and serious injury crashes in Tribal areas occurred within a ¼ mile of an identified land use or potential pedestrian attractor.
  
- With a crossing distance of 51-72 ft., a PHB (or other countermeasure) would be appropriate if the roadway has between ~750-1000 vehicles per hour. Crossing distances and vehicle volumes are based on the typical crossing distances noted for pedestrian hybrid beacon warrants in the MUTCD (MUTCD Section 4J). 23% of crashes analyzed occurred at signalized or unsignalized intersections.
- A high proportion (51%) of the fatal and serious injury pedestrian crashes reviewed occurred in dark, not lighted conditions.
  
- The project location has no pedestrian facilities (crosswalk, sidewalk, shared-use path, etc.). Nearly 73% of pedestrian fatal and serious injury crashes occurred on a roadway segment or intersection with no pedestrian facilities.
- 16% of fatal and serious injury pedestrian crashes evaluated occurred on roadways with no shoulder or a shoulder of 1 ft. or less. Shoulders less than 4 feet in width have an increased risk of pedestrian injury.
  
- The project is in a location with a known history of many (5+) vehicle to pedestrian crashes within the last five years.
  
- The project could be implemented with simple countermeasures identified with relative low cost. Example countermeasures may include striping, signage, rumble strips, education/enforcement campaigns, planning studies, etc.

## **DRAFT Project Risk Evaluation**

# **A Systemic Safety Study of Pedestrians in Tribal Areas**

FHWA Reference No. HFL230008PR

When approved, the final version of this worksheet and the associated report will be posted at  
<https://www.tribalsafety.org/ped-study>

# DRAFT Project Risk Evaluation

**Location:** 4 - Pomo Way & Casino (Driveway)

**Proposed Improvements:**

**How does the project enhance community connectivity?**

**What land uses are adjacent to the project site?**

## Risk Factor Summary

**Instructions:**

Select the appropriate factor for the project location. The Pedestrian Risk Score and supporting risk statistics informed by the safety analysis will be provided on page 2. A narrative will be developed on page 3. Including maps or photos of the project location may help others better understand this risk evaluation. The risk may change through a project area, conducting a risk assessment every 1/2-mile or when the roadway cross section changes may be necessary to accurately reflect different roadway segments. Develop a risk evaluation of the location for both the existing and future conditions to demonstrate reduced risk scores.

### Location / Environmental Factors

|  | Score |
|--|-------|
| <b>Proximity to Land Uses or Pedestrian Attractors:</b> < ¼ mile to residential or commercial land uses    | 8     |
| <b>Operating Environment:</b> 2 or 3 lane undivided roadway  | 2     |
| <b>Pedestrian Crossing Distance<sup>1</sup>:</b> 51 - 72 ft  | 3     |
| <b>Lighting Condition at Vehicle-Pedestrian Conflict Areas:</b> Adequate Lighting                          | 0     |
| <b>Posted Speed Limit:</b> < 25 MPH  | 0     |
| <b>Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway (Average Daily Traffic):</b> < 1,000 ADT | 1     |
| <b>Pedestrian Activity<sup>2</sup>:</b> High   | 4     |

### Infrastructure Factors

|   |   |
|---|---|
| <b>Presence of Pedestrian Facilities<sup>3</sup>:</b> No Facilities | 8 |
| <b>Paved Shoulder Width:</b> 0 - 1 ft                               | 4 |
| <b>Median Type:</b> None  | 4 |

### Other Factors

|  |   |
|--|---|
| <b>Prior Vehicle-to-Pedestrian Crashes (Or Near Misses) within the Last Five Years<sup>4</sup>:</b> No crashes (or a history of near-misses) | 1 |
| <b>Availability of Public Safety Services<sup>5</sup>:</b> < 15 minutes  | 0 |
| <b>Project Scale &amp; Complexity:</b> Low cost (<\$200,000), simple countermeasures   | 4 |

**Pedestrian Risk Evaluation Score** 39 / 62

1: For a crossing related project

2: Pedestrian Activity, as defined in the FHWA *Pedestrian Lighting Primer* (April 2022):

High/Medium: over 10 pedestrians in a peak hour (examples may include downtown retail or office areas, libraries, community buildings, event centers, or transit stops)

Low: 10 or fewer pedestrians in a peak hour (examples may include low density residential areas, semi-rural or suburban areas, etc)

3: Some Facilities: Fragmented sidewalk, sidewalk on only one side of the roadway, signage only for crossings

Adequate Facilities: Sidewalks on both sides of roadway, Separated sidewalk or paved path on one or both sides of roadway, Marked (painted) crosswalk and signage

Enhanced Facilities: Bulb-outs/curb extensions, median refuge island(s), pedestrian signal (pedestrian hybrid beacon, rectangular rapid-flashing beacon)

4: Please attach crash reports or summaries, if available. If no formal reports are available, please attach a description of events

5: Average time elapsed from crash to arrival at treatment facility

# Supporting Information

## Location / Environmental Factors

### Proximity to Land Uses or Pedestrian Attractors

This location is within a 1/4 mile of a pedestrian attractor or residential land use. A majority (71%) of pedestrian fatal and serious injury crashes in Tribal areas occurred within a 1/4 mile of an identified land use or potential pedestrian attractor.

### Operating Environment

Nearly 47% of pedestrian fatal or serious injury crashes analyzed occurred on two lane roadways. This operating environment may not include adequate pedestrian facilities and often have higher speed limits.

### Pedestrian Crossing Distance

With a crossing distance of 51-72 ft., a PHB (or other countermeasure) would be appropriate if the roadway has between ~750-1000 vehicles per hour. Crossing distances and vehicle volumes are based on the typical crossing distances noted for pedestrian hybrid beacon warrants in the MUTCD (MUTCD Section 4J). 23% of crashes analyzed occurred at signalized or unsignalized intersections.

### Lighting Condition at Vehicle-Pedestrian Conflict Areas

This location has adequate lighting at the vehicle-pedestrian conflict area (sidewalk, crossings, intersections, etc.).

### Posted Speed Limit

This location has a posted speed limit of 25mph or less. Fewer fatal and serious injury pedestrian crashes (10%) occurred on roadways with posted speed limit of 25 MPH or less.

### Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway

This location has average daily traffic of 1,000 vehicles or less. Pedestrian exposure to vehicles is low.

### Pedestrian Activity

The project will serve a "high" pedestrian activity area/location.

71% of pedestrian crashes reviewed occurred within 1/4-mile of an identified land use or pedestrian attractor.

Pedestrian Activity, as defined in the FHWA Pedestrian Lighting Primer (April 2022):

High/Medium: over 10 pedestrians in a peak hour (examples may include downtown retail or office areas, libraries, community buildings, event centers, or transit stops)

Low: 10 or fewer pedestrians in a peak hour (examples may include low density residential areas, semi-rural or suburban areas, etc)

## Infrastructure Factors

### Presence of Pedestrian Facilities

The project location has no pedestrian facilities (crosswalk, sidewalk, shared-use path, etc.). Nearly 73% of pedestrian fatal and serious injury crashes occurred on a roadway segment or intersection with no pedestrian facilities.

### Paved Shoulder Width

16% of fatal and serious injury pedestrian crashes evaluated occurred on roadways with no shoulder or a shoulder of 1 ft. or less. Shoulders less than 4 feet in width have an increased risk of pedestrian injury.

### Median Type

52% of fatal or serious injury pedestrian crashes evaluated occurred on undivided roadways with no center median.

## Other Factors

### Prior Vehicle-to-Pedestrian Crashes (Or Near Misses) within the Last Five Years

The project is in a location with a history of near-misses but no actual recorded crashes.

### Availability of Public Safety Services

The project is in a location where the average time elapsed from a crash to arrival at a treatment facility is 15 minutes or less.

### Project Scale & Complexity

The project could be implemented with simple countermeasures identified with relative low cost. Example countermeasures may include striping, signage, rumble strips, education/enforcement campaigns, planning studies, etc.

**Please note any other relevant information for this project location and attach to this sheet.**

# Risk Evaluation Narrative

**Instructions:**

The following narrative repeats the information presented on the previous two pages in a format that may be suitable for use in a grant application narrative. In addition, it may be beneficial to conduct the risk evaluation again for the future condition to demonstrate how the project will reduce risk and improve pedestrian safety.

**Risk Evaluation Narrative**

The proposed project was evaluated for pedestrian safety using a risk evaluation tool developed from an analysis of crash data from all Tribal areas in the FHWA publication "A Systemic Safety Study of Pedestrians in Tribal Areas" (FHWA Reference No. HFL230008PR). The evaluation produced a pedestrian risk evaluation score of 39/ 62. The primary factors contributing to this score which will be improved by the proposed project are:

- This location is within a 1/4 mile of a pedestrian attractor or residential land use. A majority (71%) of pedestrian fatal and serious injury crashes in Tribal areas occurred within a ¼ mile of an identified land use or potential pedestrian attractor.
- With a crossing distance of 51-72 ft., a PHB (or other countermeasure) would be appropriate if the roadway has between ~750-1000 vehicles per hour. Crossing distances and vehicle volumes are based on the typical crossing distances noted for pedestrian hybrid beacon warrants in the MUTCD (MUTCD Section 4J). 23% of crashes analyzed occurred at signalized or unsignalized intersections.
- The project location has no pedestrian facilities (crosswalk, sidewalk, shared-use path, etc.). Nearly 73% of pedestrian fatal and serious injury crashes occurred on a roadway segment or intersection with no pedestrian facilities.
- 16% of fatal and serious injury pedestrian crashes evaluated occurred on roadways with no shoulder or a shoulder of 1 ft. or less. Shoulders less than 4 feet in width have an increased risk of pedestrian injury.
- 52% of fatal or serious injury pedestrian crashes evaluated occurred on undivided roadways with no center median.
- The project could be implemented with simple countermeasures identified with relative low cost. Example countermeasures may include striping, signage, rumble strips, education/enforcement campaigns, planning studies, etc.

## **DRAFT Project Risk Evaluation**

# **A Systemic Safety Study of Pedestrians in Tribal Areas**

FHWA Reference No. HFL230008PR

When approved, the final version of this worksheet and the associated report will be posted at  
<https://www.tribalsafety.org/ped-study>

# DRAFT Project Risk Evaluation

**Location:** 5 - Pomo Way & Casino (Driveway - North)

**Proposed Improvements:**

**How does the project enhance community connectivity?**

**What land uses are adjacent to the project site?**

## Risk Factor Summary

**Instructions:**

Select the appropriate factor for the project location. The Pedestrian Risk Score and supporting risk statistics informed by the safety analysis will be provided on page 2. A narrative will be developed on page 3. Including maps or photos of the project location may help others better understand this risk evaluation. The risk may change through a project area, conducting a risk assessment every 1/2-mile or when the roadway cross section changes may be necessary to accurately reflect different roadway segments. Develop a risk evaluation of the location for both the existing and future conditions to demonstrate reduced risk scores.

### Location / Environmental Factors

|  | Score |
|--|-------|
| <b>Proximity to Land Uses or Pedestrian Attractors:</b> < ¼ mile to residential or commercial land uses    | 8     |
| <b>Operating Environment:</b> 2 or 3 lane undivided roadway  | 2     |
| <b>Pedestrian Crossing Distance<sup>1</sup>:</b> 51 - 72 ft  | 3     |
| <b>Lighting Condition at Vehicle-Pedestrian Conflict Areas:</b> Adequate Lighting                          | 0     |
| <b>Posted Speed Limit:</b> < 25 MPH  | 0     |
| <b>Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway (Average Daily Traffic):</b> < 1,000 ADT | 1     |
| <b>Pedestrian Activity<sup>2</sup>:</b> High   | 4     |

### Infrastructure Factors

|   |   |
|---|---|
| <b>Presence of Pedestrian Facilities<sup>3</sup>:</b> Some Facilities | 4 |
| <b>Paved Shoulder Width:</b> 0 - 1 ft                                 | 4 |
| <b>Median Type:</b> Earth median (divided roadway)                    | 2 |

### Other Factors

|  |   |
|--|---|
| <b>Prior Vehicle-to-Pedestrian Crashes (Or Near Misses) within the Last Five Years<sup>4</sup>:</b> No crashes (or a history of near-misses) | 1 |
| <b>Availability of Public Safety Services<sup>5</sup>:</b> < 15 minutes  | 0 |
| <b>Project Scale &amp; Complexity:</b> Low cost (<\$200,000), simple countermeasures   | 4 |

**Pedestrian Risk Evaluation Score** 33 / 62

1: For a crossing related project

2: Pedestrian Activity, as defined in the FHWA *Pedestrian Lighting Primer* (April 2022):

High/Medium: over 10 pedestrians in a peak hour (examples may include downtown retail or office areas, libraries, community buildings, event centers, or transit stops)

Low: 10 or fewer pedestrians in a peak hour (examples may include low density residential areas, semi-rural or suburban areas, etc)

3: Some Facilities: Fragmented sidewalk, sidewalk on only one side of the roadway, signage only for crossings

Adequate Facilities: Sidewalks on both sides of roadway, Separated sidewalk or paved path on one or both sides of roadway, Marked (painted) crosswalk and signage

Enhanced Facilities: Bulb-outs/curb extensions, median refuge island(s), pedestrian signal (pedestrian hybrid beacon, rectangular rapid-flashing beacon)

4: Please attach crash reports or summaries, if available. If no formal reports are available, please attach a description of events

5: Average time elapsed from crash to arrival at treatment facility

# Supporting Information

## Location / Environmental Factors

### Proximity to Land Uses or Pedestrian Attractors

This location is within a 1/4 mile of a pedestrian attractor or residential land use. A majority (71%) of pedestrian fatal and serious injury crashes in Tribal areas occurred within a 1/4 mile of an identified land use or potential pedestrian attractor.

### Operating Environment

Nearly 47% of pedestrian fatal or serious injury crashes analyzed occurred on two lane roadways. This operating environment may not include adequate pedestrian facilities and often have higher speed limits.

### Pedestrian Crossing Distance

With a crossing distance of 51-72 ft., a PHB (or other countermeasure) would be appropriate if the roadway has between ~750-1000 vehicles per hour. Crossing distances and vehicle volumes are based on the typical crossing distances noted for pedestrian hybrid beacon warrants in the MUTCD (MUTCD Section 4J). 23% of crashes analyzed occurred at signalized or unsignalized intersections.

### Lighting Condition at Vehicle-Pedestrian Conflict Areas

This location has adequate lighting at the vehicle-pedestrian conflict area (sidewalk, crossings, intersections, etc.).

### Posted Speed Limit

This location has a posted speed limit of 25mph or less. Fewer fatal and serious injury pedestrian crashes (10%) occurred on roadways with posted speed limit of 25 MPH or less.

### Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway

This location has average daily traffic of 1,000 vehicles or less. Pedestrian exposure to vehicles is low.

### Pedestrian Activity

The project will serve a "high" pedestrian activity area/location.

71% of pedestrian crashes reviewed occurred within 1/4-mile of an identified land use or pedestrian attractor.

Pedestrian Activity, as defined in the FHWA Pedestrian Lighting Primer (April 2022):

High/Medium: over 10 pedestrians in a peak hour (examples may include downtown retail or office areas, libraries, community buildings, event centers, or transit stops)

Low: 10 or fewer pedestrians in a peak hour (examples may include low density residential areas, semi-rural or suburban areas, etc)

## Infrastructure Factors

### Presence of Pedestrian Facilities

The project location has limited or "some" facilities. Examples of "some" facilities includes fragmented sidewalk, sidewalk on only one side of the roadway, or signage only (no infrastructure). 23% of crashes evaluated occurred where pedestrian facilities were present.

### Paved Shoulder Width

16% of fatal and serious injury pedestrian crashes evaluated occurred on roadways with no shoulder or a shoulder of 1 ft. or less. Shoulders less than 4 feet in width have an increased risk of pedestrian injury.

### Median Type

9% of fatal or serious injury pedestrian crashes evaluated occurred where an earth median was present.

## Other Factors

### Prior Vehicle-to-Pedestrian Crashes (Or Near Misses) within the Last Five Years

The project is in a location with a history of near-misses but no actual recorded crashes.

### Availability of Public Safety Services

The project is in a location where the average time elapsed from a crash to arrival at a treatment facility is 15 minutes or less.

### Project Scale & Complexity

The project could be implemented with simple countermeasures identified with relative low cost. Example countermeasures may include striping, signage, rumble strips, education/enforcement campaigns, planning studies, etc.

**Please note any other relevant information for this project location and attach to this sheet.**

# Risk Evaluation Narrative

## Instructions:

The following narrative repeats the information presented on the previous two pages in a format that may be suitable for use in a grant application narrative. In addition, it may be beneficial to conduct the risk evaluation again for the future condition to demonstrate how the project will reduce risk and improve pedestrian safety.

## Risk Evaluation Narrative

The proposed project was evaluated for pedestrian safety using a risk evaluation tool developed from an analysis of crash data from all Tribal areas in the FHWA publication "A Systemic Safety Study of Pedestrians in Tribal Areas" (FHWA Reference No. HFL230008PR). The evaluation produced a pedestrian risk evaluation score of 33/ 62. The primary factors contributing to this score which will be improved by the proposed project are:

- This location is within a 1/4 mile of a pedestrian attractor or residential land use. A majority (71%) of pedestrian fatal and serious injury crashes in Tribal areas occurred within a ¼ mile of an identified land use or potential pedestrian attractor.
- With a crossing distance of 51-72 ft., a PHB (or other countermeasure) would be appropriate if the roadway has between ~750-1000 vehicles per hour. Crossing distances and vehicle volumes are based on the typical crossing distances noted for pedestrian hybrid beacon warrants in the MUTCD (MUTCD Section 4J). 23% of crashes analyzed occurred at signalized or unsignalized intersections.
- The project location has limited or "some" facilities. Examples of "some" facilities includes fragmented sidewalk, sidewalk on only one side of the roadway, or signage only (no infrastructure). 23% of crashes evaluated occurred where pedestrian facilities were present.
- 16% of fatal and serious injury pedestrian crashes evaluated occurred on roadways with no shoulder or a shoulder of 1 ft. or less. Shoulders less than 4 feet in width have an increased risk of pedestrian injury.
- The project could be implemented with simple countermeasures identified with relative low cost. Example countermeasures may include striping, signage, rumble strips, education/enforcement campaigns, planning studies, etc.

## **DRAFT Project Risk Evaluation**

# **A Systemic Safety Study of Pedestrians in Tribal Areas**

FHWA Reference No. HFL230008PR

When approved, the final version of this worksheet and the associated report will be posted at  
<https://www.tribalsafety.org/ped-study>

# DRAFT Project Risk Evaluation

**Location:** 6 - Pomo Way & Casino (Driveway - South)

**Proposed Improvements:**

**How does the project enhance community connectivity?**

**What land uses are adjacent to the project site?**

## Risk Factor Summary

**Instructions:**

Select the appropriate factor for the project location. The Pedestrian Risk Score and supporting risk statistics informed by the safety analysis will be provided on page 2. A narrative will be developed on page 3. Including maps or photos of the project location may help others better understand this risk evaluation. The risk may change through a project area, conducting a risk assessment every 1/2-mile or when the roadway cross section changes may be necessary to accurately reflect different roadway segments. Develop a risk evaluation of the location for both the existing and future conditions to demonstrate reduced risk scores.

### Location / Environmental Factors

|  | Score |
|--|-------|
| <b>Proximity to Land Uses or Pedestrian Attractors:</b> < ¼ mile to residential or commercial land uses    | 8     |
| <b>Operating Environment:</b> 2 or 3 lane undivided roadway  | 2     |
| <b>Pedestrian Crossing Distance<sup>1</sup>:</b> > 73 ft   | 4     |
| <b>Lighting Condition at Vehicle-Pedestrian Conflict Areas:</b> Inadequate lighting                        | 1     |
| <b>Posted Speed Limit:</b> < 25 MPH  | 0     |
| <b>Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway (Average Daily Traffic):</b> < 1,000 ADT | 1     |
| <b>Pedestrian Activity<sup>2</sup>:</b> High   | 4     |

### Infrastructure Factors

|   |   |
|---|---|
| <b>Presence of Pedestrian Facilities<sup>3</sup>:</b> No Facilities | 8 |
| <b>Paved Shoulder Width:</b> 0 - 1 ft                               | 4 |
| <b>Median Type:</b> Earth median (divided roadway)                  | 2 |

### Other Factors

|  |   |
|--|---|
| <b>Prior Vehicle-to-Pedestrian Crashes (Or Near Misses) within the Last Five Years<sup>4</sup>:</b> No crashes (or a history of near-misses) | 1 |
| <b>Availability of Public Safety Services<sup>5</sup>:</b> < 15 minutes  | 0 |
| <b>Project Scale &amp; Complexity:</b> Low cost (<\$200,000), simple countermeasures   | 4 |

**Pedestrian Risk Evaluation Score** 39 / 62

1: For a crossing related project

2: Pedestrian Activity, as defined in the FHWA *Pedestrian Lighting Primer* (April 2022):

High/Medium: over 10 pedestrians in a peak hour (examples may include downtown retail or office areas, libraries, community buildings, event centers, or transit stops)

Low: 10 or fewer pedestrians in a peak hour (examples may include low density residential areas, semi-rural or suburban areas, etc)

3: Some Facilities: Fragmented sidewalk, sidewalk on only one side of the roadway, signage only for crossings

Adequate Facilities: Sidewalks on both sides of roadway, Separated sidewalk or paved path on one or both sides of roadway, Marked (painted) crosswalk and signage

Enhanced Facilities: Bulb-outs/curb extensions, median refuge island(s), pedestrian signal (pedestrian hybrid beacon, rectangular rapid-flashing beacon)

4: Please attach crash reports or summaries, if available. If no formal reports are available, please attach a description of events

5: Average time elapsed from crash to arrival at treatment facility

# Supporting Information

## Location / Environmental Factors

### Proximity to Land Uses or Pedestrian Attractors

This location is within a 1/4 mile of a pedestrian attractor or residential land use. A majority (71%) of pedestrian fatal and serious injury crashes in Tribal areas occurred within a ¼ mile of an identified land use or potential pedestrian attractor.

### Operating Environment

Nearly 47% of pedestrian fatal or serious injury crashes analyzed occurred on two lane roadways. This operating environment may not include adequate pedestrian facilities and often have higher speed limits.

### Pedestrian Crossing Distance

A crossing distance of 73 ft. or greater exposes the pedestrian to vehicles for a long period of time. A PHB (or other countermeasure) would be appropriate for this crossing distance if the roadway has between ~250 to 500 vehicles per hour. Crossing distances and vehicle volumes are based on the typical crossing distances noted for pedestrian hybrid beacon warrants in the MUTCD (MUTCD Section 4J). 23% of crashes analyzed occurred at signalized or unsignalized intersections.

### Lighting Condition at Vehicle-Pedestrian Conflict Areas

Nearly 18% of the fatal and serious injury pedestrian crashes reviewed occurred in dark, lighted conditions. Although lighting may be present, it may not be focused on the potential vehicle to pedestrian conflict area. Lighting may not be focused on

### Posted Speed Limit

This location has a posted speed limit of 25mph or less. Fewer fatal and serious injury pedestrian crashes (10%) occurred on roadways with posted speed limit of 25 MPH or less.

### Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway

This location has average daily traffic of 1,000 vehicles or less. Pedestrian exposure to vehicles is low.

### Pedestrian Activity

The project will serve a "high" pedestrian activity area/location.

71% of pedestrian crashes reviewed occurred within 1/4-mile of an identified land use or pedestrian attractor.

Pedestrian Activity, as defined in the FHWA Pedestrian Lighting Primer (April 2022):

High/Medium: over 10 pedestrians in a peak hour (examples may include downtown retail or office areas, libraries, community buildings, event centers, or transit stops)

Low: 10 or fewer pedestrians in a peak hour (examples may include low density residential areas, semi-rural or suburban areas, etc)

## Infrastructure Factors

### Presence of Pedestrian Facilities

The project location has no pedestrian facilities (crosswalk, sidewalk, shared-use path, etc.). Nearly 73% of pedestrian fatal and serious injury crashes occurred on a roadway segment or intersection with no pedestrian facilities.

### Paved Shoulder Width

16% of fatal and serious injury pedestrian crashes evaluated occurred on roadways with no shoulder or a shoulder of 1 ft. or less. Shoulders less than 4 feet in width have an increased risk of pedestrian injury.

### Median Type

9% of fatal or serious injury pedestrian crashes evaluated occurred where an earth median was present.

## Other Factors

### Prior Vehicle-to-Pedestrian Crashes (Or Near Misses) within the Last Five Years

The project is in a location with a history of near-misses but no actual recorded crashes.

### Availability of Public Safety Services

The project is in a location where the average time elapsed from a crash to arrival at a treatment facility is 15 minutes or less.

### Project Scale & Complexity

The project could be implemented with simple countermeasures identified with relative low cost. Example countermeasures may include striping, signage, rumble strips, education/enforcement campaigns, planning studies, etc.

**Please note any other relevant information for this project location and attach to this sheet.**

# Risk Evaluation Narrative

## Instructions:

The following narrative repeats the information presented on the previous two pages in a format that may be suitable for use in a grant application narrative. In addition, it may be beneficial to conduct the risk evaluation again for the future condition to demonstrate how the project will reduce risk and improve pedestrian safety.

## Risk Evaluation Narrative

The proposed project was evaluated for pedestrian safety using a risk evaluation tool developed from an analysis of crash data from all Tribal areas in the FHWA publication "A Systemic Safety Study of Pedestrians in Tribal Areas" (FHWA Reference No. HFL230008PR). The evaluation produced a pedestrian risk evaluation score of 39/ 62. The primary factors contributing to this score which will be improved by the proposed project are:

- This location is within a 1/4 mile of a pedestrian attractor or residential land use. A majority (71%) of pedestrian fatal and serious injury crashes in Tribal areas occurred within a ¼ mile of an identified land use or potential pedestrian attractor.
- A crossing distance of 73 ft. or greater exposes the pedestrian to vehicles for a long period of time. A PHB (or other countermeasure) would be appropriate for this crossing distance if the roadway has between ~250 to 500 vehicles per hour. Crossing distances and vehicle volumes are based on the typical crossing distances noted for pedestrian hybrid beacon warrants in the MUTCD (MUTCD Section 4J). 23% of crashes analyzed occurred at signalized or unsignalized intersections.
- The project location has no pedestrian facilities (crosswalk, sidewalk, shared-use path, etc.). Nearly 73% of pedestrian fatal and serious injury crashes occurred on a roadway segment or intersection with no pedestrian facilities.
- 16% of fatal and serious injury pedestrian crashes evaluated occurred on roadways with no shoulder or a shoulder of 1 ft. or less. Shoulders less than 4 feet in width have an increased risk of pedestrian injury.
- The project could be implemented with simple countermeasures identified with relative low cost. Example countermeasures may include striping, signage, rumble strips, education/enforcement campaigns, planning studies, etc.

## **DRAFT Project Risk Evaluation**

# **A Systemic Safety Study of Pedestrians in Tribal Areas**

FHWA Reference No. HFL230008PR

When approved, the final version of this worksheet and the associated report will be posted at  
<https://www.tribalsafety.org/ped-study>

# DRAFT Project Risk Evaluation

**Location:** 7 - Pomo Way & Acorn Dr (EB)

**Proposed Improvements:**

**How does the project enhance community connectivity?**

**What land uses are adjacent to the project site?**

## Risk Factor Summary

**Instructions:**

Select the appropriate factor for the project location. The Pedestrian Risk Score and supporting risk statistics informed by the safety analysis will be provided on page 2. A narrative will be developed on page 3. Including maps or photos of the project location may help others better understand this risk evaluation. The risk may change through a project area, conducting a risk assessment every 1/2-mile or when the roadway cross section changes may be necessary to accurately reflect different roadway segments. Develop a risk evaluation of the location for both the existing and future conditions to demonstrate reduced risk scores.

### Location / Environmental Factors

|  | Score |
|--|-------|
| <b>Proximity to Land Uses or Pedestrian Attractors:</b> < ¼ mile to residential or commercial land uses    | 8     |
| <b>Operating Environment:</b> 2 or 3 lane undivided roadway  | 2     |
| <b>Pedestrian Crossing Distance<sup>1</sup>:</b> 34 - 50 ft  | 2     |
| <b>Lighting Condition at Vehicle-Pedestrian Conflict Areas:</b> Inadequate lighting                        | 1     |
| <b>Posted Speed Limit:</b> < 25 MPH  | 0     |
| <b>Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway (Average Daily Traffic):</b> < 1,000 ADT | 1     |
| <b>Pedestrian Activity<sup>2</sup>:</b> High   | 4     |

### Infrastructure Factors

|   |   |
|---|---|
| <b>Presence of Pedestrian Facilities<sup>3</sup>:</b> Some Facilities | 4 |
| <b>Paved Shoulder Width:</b> 0 - 1 ft                                 | 4 |
| <b>Median Type:</b> Earth median (divided roadway)                    | 2 |

### Other Factors

|  |   |
|--|---|
| <b>Prior Vehicle-to-Pedestrian Crashes (Or Near Misses) within the Last Five Years<sup>4</sup>:</b> No crashes (or a history of near-misses) | 1 |
| <b>Availability of Public Safety Services<sup>5</sup>:</b> < 15 minutes  | 0 |
| <b>Project Scale &amp; Complexity:</b> Low cost (<\$200,000), simple countermeasures   | 4 |

**Pedestrian Risk Evaluation Score** 33 / 62

1: For a crossing related project

2: Pedestrian Activity, as defined in the FHWA *Pedestrian Lighting Primer* (April 2022):

High/Medium: over 10 pedestrians in a peak hour (examples may include downtown retail or office areas, libraries, community buildings, event centers, or transit stops)

Low: 10 or fewer pedestrians in a peak hour (examples may include low density residential areas, semi-rural or suburban areas, etc)

3: Some Facilities: Fragmented sidewalk, sidewalk on only one side of the roadway, signage only for crossings

Adequate Facilities: Sidewalks on both sides of roadway, Separated sidewalk or paved path on one or both sides of roadway, Marked (painted) crosswalk and signage

Enhanced Facilities: Bulb-outs/curb extensions, median refuge island(s), pedestrian signal (pedestrian hybrid beacon, rectangular rapid-flashing beacon)

4: Please attach crash reports or summaries, if available. If no formal reports are available, please attach a description of events

5: Average time elapsed from crash to arrival at treatment facility

# Supporting Information

## Location / Environmental Factors

### Proximity to Land Uses or Pedestrian Attractors

This location is within a 1/4 mile of a pedestrian attractor or residential land use. A majority (71%) of pedestrian fatal and serious injury crashes in Tribal areas occurred within a 1/4 mile of an identified land use or potential pedestrian attractor.

### Operating Environment

Nearly 47% of pedestrian fatal or serious injury crashes analyzed occurred on two lane roadways. This operating environment may not include adequate pedestrian facilities and often have higher speed limits.

### Pedestrian Crossing Distance

With a crossing distance of 34-50 ft., a PHB (or other countermeasure) would be appropriate if the roadway has between ~1000 to 1500 vehicles per hour. Crossing distances and vehicle volumes are based on the typical crossing distances noted for pedestrian hybrid beacon warrants in the MUTCD (MUTCD Section 4J).

### Lighting Condition at Vehicle-Pedestrian Conflict Areas

Nearly 18% of the fatal and serious injury pedestrian crashes reviewed occurred in dark, lighted conditions. Although lighting may be present, it may not be focused on the potential vehicle to pedestrian conflict area. Lighting may not be focused on

### Posted Speed Limit

This location has a posted speed limit of 25mph or less. Fewer fatal and serious injury pedestrian crashes (10%) occurred on roadways with posted speed limit of 25 MPH or less.

### Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway

This location has average daily traffic of 1,000 vehicles or less. Pedestrian exposure to vehicles is low.

### Pedestrian Activity

The project will serve a "high" pedestrian activity area/location.

71% of pedestrian crashes reviewed occurred within 1/4-mile of an identified land use or pedestrian attractor.

Pedestrian Activity, as defined in the FHWA Pedestrian Lighting Primer (April 2022):

High/Medium: over 10 pedestrians in a peak hour (examples may include downtown retail or office areas, libraries, community buildings, event centers, or transit stops)

Low: 10 or fewer pedestrians in a peak hour (examples may include low density residential areas, semi-rural or suburban areas, etc)

## Infrastructure Factors

### Presence of Pedestrian Facilities

The project location has limited or "some" facilities. Examples of "some" facilities includes fragmented sidewalk, sidewalk on only one side of the roadway, or signage only (no infrastructure). 23% of crashes evaluated occurred where pedestrian facilities were present.

### Paved Shoulder Width

16% of fatal and serious injury pedestrian crashes evaluated occurred on roadways with no shoulder or a shoulder of 1 ft. or less. Shoulders less than 4 feet in width have an increased risk of pedestrian injury.

### Median Type

9% of fatal or serious injury pedestrian crashes evaluated occurred where an earth median was present.

## Other Factors

### Prior Vehicle-to-Pedestrian Crashes (Or Near Misses) within the Last Five Years

The project is in a location with a history of near-misses but no actual recorded crashes.

### Availability of Public Safety Services

The project is in a location where the average time elapsed from a crash to arrival at a treatment facility is 15 minutes or less.

### Project Scale & Complexity

The project could be implemented with simple countermeasures identified with relative low cost. Example countermeasures may include striping, signage, rumble strips, education/enforcement campaigns, planning studies, etc.

**Please note any other relevant information for this project location and attach to this sheet.**

# Risk Evaluation Narrative

**Instructions:**

The following narrative repeats the information presented on the previous two pages in a format that may be suitable for use in a grant application narrative. In addition, it may be beneficial to conduct the risk evaluation again for the future condition to demonstrate how the project will reduce risk and improve pedestrian safety.

**Risk Evaluation Narrative**

The proposed project was evaluated for pedestrian safety using a risk evaluation tool developed from an analysis of crash data from all Tribal areas in the FHWA publication "A Systemic Safety Study of Pedestrians in Tribal Areas" (FHWA Reference No. HFL230008PR). The evaluation produced a pedestrian risk evaluation score of 33/ 62. The primary factors contributing to this score which will be improved by the proposed project are:

- This location is within a 1/4 mile of a pedestrian attractor or residential land use. A majority (71%) of pedestrian fatal and serious injury crashes in Tribal areas occurred within a ¼ mile of an identified land use or potential pedestrian attractor.
  
- The project location has limited or "some" facilities. Examples of "some" facilities includes fragmented sidewalk, sidewalk on only one side of the roadway, or signage only (no infrastructure). 23% of crashes evaluated occurred where pedestrian facilities were present.
- 16% of fatal and serious injury pedestrian crashes evaluated occurred on roadways with no shoulder or a shoulder of 1 ft. or less. Shoulders less than 4 feet in width have an increased risk of pedestrian injury.
  
- The project could be implemented with simple countermeasures identified with relative low cost. Example countermeasures may include striping, signage, rumble strips, education/enforcement campaigns, planning studies, etc.

## **DRAFT Project Risk Evaluation**

# **A Systemic Safety Study of Pedestrians in Tribal Areas**

FHWA Reference No. HFL230008PR

When approved, the final version of this worksheet and the associated report will be posted at  
<https://www.tribalsafety.org/ped-study>

# DRAFT Project Risk Evaluation

**Location:** 8 - Pomo Way & Acorn Dr (NB)

**Proposed Improvements:**

**How does the project enhance community connectivity?**

**What land uses are adjacent to the project site?**

## Risk Factor Summary

**Instructions:**

Select the appropriate factor for the project location. The Pedestrian Risk Score and supporting risk statistics informed by the safety analysis will be provided on page 2. A narrative will be developed on page 3. Including maps or photos of the project location may help others better understand this risk evaluation. The risk may change through a project area, conducting a risk assessment every 1/2-mile or when the roadway cross section changes may be necessary to accurately reflect different roadway segments. Develop a risk evaluation of the location for both the existing and future conditions to demonstrate reduced risk scores.

### Location / Environmental Factors

|  | Score |
|--|-------|
| <b>Proximity to Land Uses or Pedestrian Attractors:</b> < ¼ mile to residential or commercial land uses          | 8     |
| <b>Operating Environment:</b> 2 or 3 lane undivided roadway  | 2     |
| <b>Pedestrian Crossing Distance<sup>1</sup>:</b> < 34 ft   | 1     |
| <b>Lighting Condition at Vehicle-Pedestrian Conflict Areas:</b> Inadequate lighting                              | 1     |
| <b>Posted Speed Limit:</b> < 25 MPH  | 0     |
| <b>Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway (Average Daily Traffic):</b> 1,001 - 5,000 ADT | 2     |
| <b>Pedestrian Activity<sup>2</sup>:</b> High   | 4     |

### Infrastructure Factors

|  |   |
|--|---|
| <b>Presence of Pedestrian Facilities<sup>3</sup>:</b> Some Facilities          | 4 |
| <b>Paved Shoulder Width:</b> > 10 ft, curb/gutter, or sidewalk/pathway present | 1 |
| <b>Median Type:</b> None   | 4 |

### Other Factors

|  |   |
|--|---|
| <b>Prior Vehicle-to-Pedestrian Crashes (Or Near Misses) within the Last Five Years<sup>4</sup>:</b> No crashes (or a history of near-misses) | 1 |
| <b>Availability of Public Safety Services<sup>5</sup>:</b> < 15 minutes  | 0 |
| <b>Project Scale &amp; Complexity:</b> Low cost (<\$200,000), simple countermeasures   | 4 |

**Pedestrian Risk Evaluation Score** 32 / 62

1: For a crossing related project

2: Pedestrian Activity, as defined in the FHWA *Pedestrian Lighting Primer* (April 2022):

High/Medium: over 10 pedestrians in a peak hour (examples may include downtown retail or office areas, libraries, community buildings, event centers, or transit stops)

Low: 10 or fewer pedestrians in a peak hour (examples may include low density residential areas, semi-rural or suburban areas, etc)

3: Some Facilities: Fragmented sidewalk, sidewalk on only one side of the roadway, signage only for crossings

Adequate Facilities: Sidewalks on both sides of roadway, Separated sidewalk or paved path on one or both sides of roadway, Marked (painted) crosswalk and signage

Enhanced Facilities: Bulb-outs/curb extensions, median refuge island(s), pedestrian signal (pedestrian hybrid beacon, rectangular rapid-flashing beacon)

4: Please attach crash reports or summaries, if available. If no formal reports are available, please attach a description of events

5: Average time elapsed from crash to arrival at treatment facility

# Supporting Information

## Location / Environmental Factors

### Proximity to Land Uses or Pedestrian Attractors

This location is within a 1/4 mile of a pedestrian attractor or residential land use. A majority (71%) of pedestrian fatal and serious injury crashes in Tribal areas occurred within a 1/4 mile of an identified land use or potential pedestrian attractor.

### Operating Environment

Nearly 47% of pedestrian fatal or serious injury crashes analyzed occurred on two lane roadways. This operating environment may not include adequate pedestrian facilities and often have higher speed limits.

### Pedestrian Crossing Distance

Reducing the required pedestrian crossing distance reduces vehicle to pedestrian exposure and risk. With a crossing distance of 34 ft. or less, a PHB (or other countermeasure) would be appropriate if the roadway has more than ~1500 vehicles per hour. Crossing distances and vehicle volumes are based on the typical crossing distances noted for pedestrian hybrid beacon warrants in the MUTCD (MUTCD Section 4J).

### Lighting Condition at Vehicle-Pedestrian Conflict Areas

Nearly 18% of the fatal and serious injury pedestrian crashes reviewed occurred in dark, lighted conditions. Although lighting may be present, it may not be focused on the potential vehicle to pedestrian conflict area. Lighting may not be focused on

### Posted Speed Limit

This location has a posted speed limit of 25mph or less. Fewer fatal and serious injury pedestrian crashes (10%) occurred on roadways with posted speed limit of 25 MPH or less.

### Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway

This location has average daily traffic between 1,000 and 5,000 vehicles. Pedestrian exposure to vehicles is moderate.

### Pedestrian Activity

The project will serve a "high" pedestrian activity area/location.

71% of pedestrian crashes reviewed occurred within 1/4-mile of an identified land use or pedestrian attractor.

Pedestrian Activity, as defined in the FHWA Pedestrian Lighting Primer (April 2022):

High/Medium: over 10 pedestrians in a peak hour (examples may include downtown retail or office areas, libraries, community buildings, event centers, or transit stops)

Low: 10 or fewer pedestrians in a peak hour (examples may include low density residential areas, semi-rural or suburban areas, etc)

## Infrastructure Factors

### Presence of Pedestrian Facilities

The project location has limited or "some" facilities. Examples of "some" facilities includes fragmented sidewalk, sidewalk on only one side of the roadway, or signage only (no infrastructure). 23% of crashes evaluated occurred where pedestrian facilities were present.

### Paved Shoulder Width

16% of fatal and serious injury pedestrian crashes evaluated occurred on roadways with shoulders 10 ft. wide or more. Of crashes evaluated occurring on a roadway segment (not at intersection), 17% of crashes occurred where pedestrian facilities (sidewalk/pathway) were present.

### Median Type

52% of fatal or serious injury pedestrian crashes evaluated occurred on undivided roadways with no center median.

## Other Factors

### Prior Vehicle-to-Pedestrian Crashes (Or Near Misses) within the Last Five Years

The project is in a location with a history of near-misses but no actual recorded crashes.

### Availability of Public Safety Services

The project is in a location where the average time elapsed from a crash to arrival at a treatment facility is 15 minutes or less.

### Project Scale & Complexity

The project could be implemented with simple countermeasures identified with relative low cost. Example countermeasures may include striping, signage, rumble strips, education/enforcement campaigns, planning studies, etc.

**Please note any other relevant information for this project location and attach to this sheet.**

# Risk Evaluation Narrative

**Instructions:**

The following narrative repeats the information presented on the previous two pages in a format that may be suitable for use in a grant application narrative. In addition, it may be beneficial to conduct the risk evaluation again for the future condition to demonstrate how the project will reduce risk and improve pedestrian safety.

**Risk Evaluation Narrative**

The proposed project was evaluated for pedestrian safety using a risk evaluation tool developed from an analysis of crash data from all Tribal areas in the FHWA publication "A Systemic Safety Study of Pedestrians in Tribal Areas" (FHWA Reference No. HFL230008PR). The evaluation produced a pedestrian risk evaluation score of 32/ 62. The primary factors contributing to this score which will be improved by the proposed project are:

- This location is within a 1/4 mile of a pedestrian attractor or residential land use. A majority (71%) of pedestrian fatal and serious injury crashes in Tribal areas occurred within a ¼ mile of an identified land use or potential pedestrian attractor.
  
- The project location has limited or "some" facilities. Examples of "some" facilities includes fragmented sidewalk, sidewalk on only one side of the roadway, or signage only (no infrastructure). 23% of crashes evaluated occurred where pedestrian facilities were present.
  
- 52% of fatal or serious injury pedestrian crashes evaluated occurred on undivided roadways with no center median.
  
- The project could be implemented with simple countermeasures identified with relative low cost. Example countermeasures may include striping, signage, rumble strips, education/enforcement campaigns, planning studies, etc.

## **DRAFT Project Risk Evaluation**

# **A Systemic Safety Study of Pedestrians in Tribal Areas**

FHWA Reference No. HFL230008PR

When approved, the final version of this worksheet and the associated report will be posted at  
<https://www.tribalsafety.org/ped-study>

# DRAFT Project Risk Evaluation

**Location:** 9 - Pomo Way & Acorn Dr (SB)

**Proposed Improvements:**

**How does the project enhance community connectivity?**

**What land uses are adjacent to the project site?**

## Risk Factor Summary

**Instructions:**

Select the appropriate factor for the project location. The Pedestrian Risk Score and supporting risk statistics informed by the safety analysis will be provided on page 2. A narrative will be developed on page 3. Including maps or photos of the project location may help others better understand this risk evaluation. The risk may change through a project area, conducting a risk assessment every 1/2-mile or when the roadway cross section changes may be necessary to accurately reflect different roadway segments. Develop a risk evaluation of the location for both the existing and future conditions to demonstrate reduced risk scores.

### Location / Environmental Factors

|  | <b>Score</b> |
|--|--------------|
| <b>Proximity to Land Uses or Pedestrian Attractors:</b> < ¼ mile to residential or commercial land uses    | <b>8</b>     |
| <b>Operating Environment:</b> 2 or 3 lane undivided roadway  | <b>2</b>     |
| <b>Pedestrian Crossing Distance<sup>1</sup>:</b> < 34 ft   | <b>1</b>     |
| <b>Lighting Condition at Vehicle-Pedestrian Conflict Areas:</b> Inadequate lighting                        | <b>1</b>     |
| <b>Posted Speed Limit:</b> < 25 MPH  | <b>0</b>     |
| <b>Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway (Average Daily Traffic):</b> < 1,000 ADT | <b>1</b>     |
| <b>Pedestrian Activity<sup>2</sup>:</b> High   | <b>4</b>     |

### Infrastructure Factors

|   |          |
|---|----------|
| <b>Presence of Pedestrian Facilities<sup>3</sup>:</b> No Facilities | <b>8</b> |
| <b>Paved Shoulder Width:</b> 0 - 1 ft                               | <b>4</b> |
| <b>Median Type:</b> None  | <b>4</b> |

### Other Factors

|  |          |
|--|----------|
| <b>Prior Vehicle-to-Pedestrian Crashes (Or Near Misses) within the Last Five Years<sup>4</sup>:</b> No crashes (or a history of near-misses) | <b>1</b> |
| <b>Availability of Public Safety Services<sup>5</sup>:</b> < 15 minutes  | <b>0</b> |
| <b>Project Scale &amp; Complexity:</b> Low cost (<\$200,000), simple countermeasures   | <b>4</b> |

**Pedestrian Risk Evaluation Score** 38 / 62

1: For a crossing related project

2: Pedestrian Activity, as defined in the FHWA *Pedestrian Lighting Primer* (April 2022):

High/Medium: over 10 pedestrians in a peak hour (examples may include downtown retail or office areas, libraries, community buildings, event centers, or transit stops)

Low: 10 or fewer pedestrians in a peak hour (examples may include low density residential areas, semi-rural or suburban areas, etc)

3: Some Facilities: Fragmented sidewalk, sidewalk on only one side of the roadway, signage only for crossings

Adequate Facilities: Sidewalks on both sides of roadway, Separated sidewalk or paved path on one or both sides of roadway, Marked (painted) crosswalk and signage

Enhanced Facilities: Bulb-outs/curb extensions, median refuge island(s), pedestrian signal (pedestrian hybrid beacon, rectangular rapid-flashing beacon)

4: Please attach crash reports or summaries, if available. If no formal reports are available, please attach a description of events

5: Average time elapsed from crash to arrival at treatment facility

# Supporting Information

## Location / Environmental Factors

### Proximity to Land Uses or Pedestrian Attractors

This location is within a 1/4 mile of a pedestrian attractor or residential land use. A majority (71%) of pedestrian fatal and serious injury crashes in Tribal areas occurred within a ¼ mile of an identified land use or potential pedestrian attractor.

### Operating Environment

Nearly 47% of pedestrian fatal or serious injury crashes analyzed occurred on two lane roadways. This operating environment may not include adequate pedestrian facilities and often have higher speed limits.

### Pedestrian Crossing Distance

Reducing the required pedestrian crossing distance reduces vehicle to pedestrian exposure and risk. With a crossing distance of 34 ft. or less, a PHB (or other countermeasure) would be appropriate if the roadway has more than ~1500 vehicles per hour. Crossing distances and vehicle volumes are based on the typical crossing distances noted for pedestrian hybrid beacon warrants in the MUTCD (MUTCD Section 4J).

### Lighting Condition at Vehicle-Pedestrian Conflict Areas

Nearly 18% of the fatal and serious injury pedestrian crashes reviewed occurred in dark, lighted conditions. Although lighting may be present, it may not be focused on the potential vehicle to pedestrian conflict area. Lighting may not be focused on

### Posted Speed Limit

This location has a posted speed limit of 25mph or less. Fewer fatal and serious injury pedestrian crashes (10%) occurred on roadways with posted speed limit of 25 MPH or less.

### Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway

This location has average daily traffic of 1,000 vehicles or less. Pedestrian exposure to vehicles is low.

### Pedestrian Activity

The project will serve a "high" pedestrian activity area/location.

71% of pedestrian crashes reviewed occurred within 1/4-mile of an identified land use or pedestrian attractor.

Pedestrian Activity, as defined in the FHWA Pedestrian Lighting Primer (April 2022):

High/Medium: over 10 pedestrians in a peak hour (examples may include downtown retail or office areas, libraries, community buildings, event centers, or transit stops)

Low: 10 or fewer pedestrians in a peak hour (examples may include low density residential areas, semi-rural or suburban areas, etc)

## Infrastructure Factors

### Presence of Pedestrian Facilities

The project location has no pedestrian facilities (crosswalk, sidewalk, shared-use path, etc.). Nearly 73% of pedestrian fatal and serious injury crashes occurred on a roadway segment or intersection with no pedestrian facilities.

### Paved Shoulder Width

16% of fatal and serious injury pedestrian crashes evaluated occurred on roadways with no shoulder or a shoulder of 1 ft. or less. Shoulders less than 4 feet in width have an increased risk of pedestrian injury.

### Median Type

52% of fatal or serious injury pedestrian crashes evaluated occurred on undivided roadways with no center median.

## Other Factors

### Prior Vehicle-to-Pedestrian Crashes (Or Near Misses) within the Last Five Years

The project is in a location with a history of near-misses but no actual recorded crashes.

### Availability of Public Safety Services

The project is in a location where the average time elapsed from a crash to arrival at a treatment facility is 15 minutes or less.

### Project Scale & Complexity

The project could be implemented with simple countermeasures identified with relative low cost. Example countermeasures may include striping, signage, rumble strips, education/enforcement campaigns, planning studies, etc.

**Please note any other relevant information for this project location and attach to this sheet.**

# Risk Evaluation Narrative

**Instructions:**

The following narrative repeats the information presented on the previous two pages in a format that may be suitable for use in a grant application narrative. In addition, it may be beneficial to conduct the risk evaluation again for the future condition to demonstrate how the project will reduce risk and improve pedestrian safety.

**Risk Evaluation Narrative**

The proposed project was evaluated for pedestrian safety using a risk evaluation tool developed from an analysis of crash data from all Tribal areas in the FHWA publication "A Systemic Safety Study of Pedestrians in Tribal Areas" (FHWA Reference No. HFL230008PR). The evaluation produced a pedestrian risk evaluation score of 38/ 62. The primary factors contributing to this score which will be improved by the proposed project are:

- This location is within a 1/4 mile of a pedestrian attractor or residential land use. A majority (71%) of pedestrian fatal and serious injury crashes in Tribal areas occurred within a ¼ mile of an identified land use or potential pedestrian attractor.
  
- The project location has no pedestrian facilities (crosswalk, sidewalk, shared-use path, etc.). Nearly 73% of pedestrian fatal and serious injury crashes occurred on a roadway segment or intersection with no pedestrian facilities.
- 16% of fatal and serious injury pedestrian crashes evaluated occurred on roadways with no shoulder or a shoulder of 1 ft. or less. Shoulders less than 4 feet in width have an increased risk of pedestrian injury.
- 52% of fatal or serious injury pedestrian crashes evaluated occurred on undivided roadways with no center median.
  
- The project could be implemented with simple countermeasures identified with relative low cost. Example countermeasures may include striping, signage, rumble strips, education/enforcement campaigns, planning studies, etc.

## **DRAFT Project Risk Evaluation**

# **A Systemic Safety Study of Pedestrians in Tribal Areas**

FHWA Reference No. HFL230008PR

When approved, the final version of this worksheet and the associated report will be posted at  
<https://www.tribalsafety.org/ped-study>

# DRAFT Project Risk Evaluation

**Location:** 10 - R Pomo Pumps & CA-20 (NB)

**Proposed Improvements:**

**How does the project enhance community connectivity?**

**What land uses are adjacent to the project site?**

## Risk Factor Summary

**Instructions:**

Select the appropriate factor for the project location. The Pedestrian Risk Score and supporting risk statistics informed by the safety analysis will be provided on page 2. A narrative will be developed on page 3. Including maps or photos of the project location may help others better understand this risk evaluation. The risk may change through a project area, conducting a risk assessment every 1/2-mile or when the roadway cross section changes may be necessary to accurately reflect different roadway segments. Develop a risk evaluation of the location for both the existing and future conditions to demonstrate reduced risk scores.

### Location / Environmental Factors

|  | <b>Score</b> |
|--|--------------|
| <b>Proximity to Land Uses or Pedestrian Attractors:</b> < ¼ mile to residential or commercial land uses          | <b>8</b>     |
| <b>Operating Environment:</b> 2 or 3 lane undivided roadway  | <b>2</b>     |
| <b>Pedestrian Crossing Distance<sup>1</sup>:</b> 51 - 72 ft  | <b>3</b>     |
| <b>Lighting Condition at Vehicle-Pedestrian Conflict Areas:</b> Inadequate lighting                              | <b>1</b>     |
| <b>Posted Speed Limit:</b> 40 or 45 MPH  | <b>4</b>     |
| <b>Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway (Average Daily Traffic):</b> 1,001 - 5,000 ADT | <b>2</b>     |
| <b>Pedestrian Activity<sup>2</sup>:</b> High   | <b>4</b>     |

### Infrastructure Factors

|   |          |
|---|----------|
| <b>Presence of Pedestrian Facilities<sup>3</sup>:</b> No Facilities | <b>8</b> |
| <b>Paved Shoulder Width:</b> 5 - 9 ft                               | <b>2</b> |
| <b>Median Type:</b> Earth median (divided roadway)                  | <b>2</b> |

### Other Factors

|   |          |
|---|----------|
| <b>Prior Vehicle-to-Pedestrian Crashes (Or Near Misses) within the Last Five Years<sup>4</sup>:</b> 5 or more crashes | <b>4</b> |
| <b>Availability of Public Safety Services<sup>5</sup>:</b> < 15 minutes   | <b>0</b> |
| <b>Project Scale &amp; Complexity:</b> Low cost (<\$200,000), simple countermeasures                                  | <b>4</b> |

**Pedestrian Risk Evaluation Score** **44 / 62**

1: For a crossing related project

2: Pedestrian Activity, as defined in the FHWA *Pedestrian Lighting Primer* (April 2022):

High/Medium: over 10 pedestrians in a peak hour (examples may include downtown retail or office areas, libraries, community buildings, event centers, or transit stops)

Low: 10 or fewer pedestrians in a peak hour (examples may include low density residential areas, semi-rural or suburban areas, etc)

3: Some Facilities: Fragmented sidewalk, sidewalk on only one side of the roadway, signage only for crossings

Adequate Facilities: Sidewalks on both sides of roadway, Separated sidewalk or paved path on one or both sides of roadway, Marked (painted) crosswalk and signage

Enhanced Facilities: Bulb-outs/curb extensions, median refuge island(s), pedestrian signal (pedestrian hybrid beacon, rectangular rapid-flashing beacon)

4: Please attach crash reports or summaries, if available. If no formal reports are available, please attach a description of events

5: Average time elapsed from crash to arrival at treatment facility

# Supporting Information

## Location / Environmental Factors

### Proximity to Land Uses or Pedestrian Attractors

This location is within a 1/4 mile of a pedestrian attractor or residential land use. A majority (71%) of pedestrian fatal and serious injury crashes in Tribal areas occurred within a ¼ mile of an identified land use or potential pedestrian attractor.

### Operating Environment

Nearly 47% of pedestrian fatal or serious injury crashes analyzed occurred on two lane roadways. This operating environment may not include adequate pedestrian facilities and often have higher speed limits.

### Pedestrian Crossing Distance

With a crossing distance of 51-72 ft., a PHB (or other countermeasure) would be appropriate if the roadway has between ~750-1000 vehicles per hour. Crossing distances and vehicle volumes are based on the typical crossing distances noted for pedestrian hybrid beacon warrants in the MUTCD (MUTCD Section 4J). 23% of crashes analyzed occurred at signalized or unsignalized intersections.

### Lighting Condition at Vehicle-Pedestrian Conflict Areas

Nearly 18% of the fatal and serious injury pedestrian crashes reviewed occurred in dark, lighted conditions. Although lighting may be present, it may not be focused on the potential vehicle to pedestrian conflict area. Lighting may not be focused on

### Posted Speed Limit

This location has a posted speed limit of 40 or 45mph. 12% of fatal and serious injury pedestrian crashes evaluated occurred on roadways with a posted speed limit of 40 or 45 mph.

### Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway

This location has average daily traffic between 1,000 and 5,000 vehicles. Pedestrian exposure to vehicles is moderate.

### Pedestrian Activity

The project will serve a "high" pedestrian activity area/location.

71% of pedestrian crashes reviewed occurred within 1/4-mile of an identified land use or pedestrian attractor.

Pedestrian Activity, as defined in the FHWA Pedestrian Lighting Primer (April 2022):

High/Medium: over 10 pedestrians in a peak hour (examples may include downtown retail or office areas, libraries, community buildings, event centers, or transit stops)

Low: 10 or fewer pedestrians in a peak hour (examples may include low density residential areas, semi-rural or suburban areas, etc)

## Infrastructure Factors

### Presence of Pedestrian Facilities

The project location has no pedestrian facilities (crosswalk, sidewalk, shared-use path, etc.). Nearly 73% of pedestrian fatal and serious injury crashes occurred on a roadway segment or intersection with no pedestrian facilities.

### Paved Shoulder Width

29% of fatal and serious injury pedestrian crashes evaluated occurred on roadways with paved shoulder widths of 5 to 9 ft. Shoulders less than 4 feet in width have an increased risk of pedestrian injury.

### Median Type

9% of fatal or serious injury pedestrian crashes evaluated occurred where an earth median was present.

## Other Factors

### Prior Vehicle-to-Pedestrian Crashes (Or Near Misses) within the Last Five Years

The project is in a location with a known history of many (5+) vehicle to pedestrian crashes within the last five years.

### Availability of Public Safety Services

The project is in a location where the average time elapsed from a crash to arrival at a treatment facility is 15 minutes or less.

### Project Scale & Complexity

The project could be implemented with simple countermeasures identified with relative low cost. Example countermeasures may include striping, signage, rumble strips, education/enforcement campaigns, planning studies, etc.

**Please note any other relevant information for this project location and attach to this sheet.**

# Risk Evaluation Narrative

**Instructions:**

The following narrative repeats the information presented on the previous two pages in a format that may be suitable for use in a grant application narrative. In addition, it may be beneficial to conduct the risk evaluation again for the future condition to demonstrate how the project will reduce risk and improve pedestrian safety.

**Risk Evaluation Narrative**

The proposed project was evaluated for pedestrian safety using a risk evaluation tool developed from an analysis of crash data from all Tribal areas in the FHWA publication "A Systemic Safety Study of Pedestrians in Tribal Areas" (FHWA Reference No. HFL230008PR). The evaluation produced a pedestrian risk evaluation score of 44/ 62. The primary factors contributing to this score which will be improved by the proposed project are:

- This location is within a 1/4 mile of a pedestrian attractor or residential land use. A majority (71%) of pedestrian fatal and serious injury crashes in Tribal areas occurred within a ¼ mile of an identified land use or potential pedestrian attractor.
- With a crossing distance of 51-72 ft., a PHB (or other countermeasure) would be appropriate if the roadway has between ~750-1000 vehicles per hour. Crossing distances and vehicle volumes are based on the typical crossing distances noted for pedestrian hybrid beacon warrants in the MUTCD (MUTCD Section 4J). 23% of crashes analyzed occurred at signalized or unsignalized intersections.
- The project location has no pedestrian facilities (crosswalk, sidewalk, shared-use path, etc.). Nearly 73% of pedestrian fatal and serious injury crashes occurred on a roadway segment or intersection with no pedestrian facilities.
- The project is in a location with a known history of many (5+) vehicle to pedestrian crashes within the last five years.
- The project could be implemented with simple countermeasures identified with relative low cost. Example countermeasures may include striping, signage, rumble strips, education/enforcement campaigns, planning studies, etc.

## **DRAFT Project Risk Evaluation**

# **A Systemic Safety Study of Pedestrians in Tribal Areas**

FHWA Reference No. HFL230008PR

When approved, the final version of this worksheet and the associated report will be posted at  
<https://www.tribalsafety.org/ped-study>

# DRAFT Project Risk Evaluation

**Location:** 11 - R Pomo Pumps & CA-20 (SB)

**Proposed Improvements:**

**How does the project enhance community connectivity?**

**What land uses are adjacent to the project site?**

## Risk Factor Summary

**Instructions:**

Select the appropriate factor for the project location. The Pedestrian Risk Score and supporting risk statistics informed by the safety analysis will be provided on page 2. A narrative will be developed on page 3. Including maps or photos of the project location may help others better understand this risk evaluation. The risk may change through a project area, conducting a risk assessment every 1/2-mile or when the roadway cross section changes may be necessary to accurately reflect different roadway segments. Develop a risk evaluation of the location for both the existing and future conditions to demonstrate reduced risk scores.

### Location / Environmental Factors

|  | Score |
|--|-------|
| <b>Proximity to Land Uses or Pedestrian Attractors:</b> < ¼ mile to residential or commercial land uses          | 8     |
| <b>Operating Environment:</b> 2 or 3 lane undivided roadway  | 2     |
| <b>Pedestrian Crossing Distance<sup>1</sup>:</b> 51 - 72 ft  | 3     |
| <b>Lighting Condition at Vehicle-Pedestrian Conflict Areas:</b> Inadequate lighting                              | 1     |
| <b>Posted Speed Limit:</b> 40 or 45 MPH  | 4     |
| <b>Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway (Average Daily Traffic):</b> 1,001 - 5,000 ADT | 2     |
| <b>Pedestrian Activity<sup>2</sup>:</b> High   | 4     |

### Infrastructure Factors

|   |   |
|---|---|
| <b>Presence of Pedestrian Facilities<sup>3</sup>:</b> No Facilities | 8 |
| <b>Paved Shoulder Width:</b> 5 - 9 ft                               | 2 |
| <b>Median Type:</b> Earth median (divided roadway)                  | 2 |

### Other Factors

|   |   |
|---|---|
| <b>Prior Vehicle-to-Pedestrian Crashes (Or Near Misses) within the Last Five Years<sup>4</sup>:</b> 5 or more crashes | 4 |
| <b>Availability of Public Safety Services<sup>5</sup>:</b> < 15 minutes   | 0 |
| <b>Project Scale &amp; Complexity:</b> Low cost (<\$200,000), simple countermeasures                                  | 4 |

## Pedestrian Risk Evaluation Score 44 / 62

1: For a crossing related project

2: Pedestrian Activity, as defined in the FHWA *Pedestrian Lighting Primer* (April 2022):

High/Medium: over 10 pedestrians in a peak hour (examples may include downtown retail or office areas, libraries, community buildings, event centers, or transit stops)

Low: 10 or fewer pedestrians in a peak hour (examples may include low density residential areas, semi-rural or suburban areas, etc)

3: Some Facilities: Fragmented sidewalk, sidewalk on only one side of the roadway, signage only for crossings

Adequate Facilities: Sidewalks on both sides of roadway, Separated sidewalk or paved path on one or both sides of roadway, Marked (painted) crosswalk and signage

Enhanced Facilities: Bulb-outs/curb extensions, median refuge island(s), pedestrian signal (pedestrian hybrid beacon, rectangular rapid-flashing beacon)

4: Please attach crash reports or summaries, if available. If no formal reports are available, please attach a description of events

5: Average time elapsed from crash to arrival at treatment facility

# Supporting Information

## Location / Environmental Factors

### Proximity to Land Uses or Pedestrian Attractors

This location is within a 1/4 mile of a pedestrian attractor or residential land use. A majority (71%) of pedestrian fatal and serious injury crashes in Tribal areas occurred within a ¼ mile of an identified land use or potential pedestrian attractor.

### Operating Environment

Nearly 47% of pedestrian fatal or serious injury crashes analyzed occurred on two lane roadways. This operating environment may not include adequate pedestrian facilities and often have higher speed limits.

### Pedestrian Crossing Distance

With a crossing distance of 51-72 ft., a PHB (or other countermeasure) would be appropriate if the roadway has between ~750-1000 vehicles per hour. Crossing distances and vehicle volumes are based on the typical crossing distances noted for pedestrian hybrid beacon warrants in the MUTCD (MUTCD Section 4J). 23% of crashes analyzed occurred at signalized or unsignalized intersections.

### Lighting Condition at Vehicle-Pedestrian Conflict Areas

Nearly 18% of the fatal and serious injury pedestrian crashes reviewed occurred in dark, lighted conditions. Although lighting may be present, it may not be focused on the potential vehicle to pedestrian conflict area. Lighting may not be focused on

### Posted Speed Limit

This location has a posted speed limit of 40 or 45mph. 12% of fatal and serious injury pedestrian crashes evaluated occurred on roadways with a posted speed limit of 40 or 45 mph.

### Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway

This location has average daily traffic between 1,000 and 5,000 vehicles. Pedestrian exposure to vehicles is moderate.

### Pedestrian Activity

The project will serve a "high" pedestrian activity area/location.

71% of pedestrian crashes reviewed occurred within 1/4-mile of an identified land use or pedestrian attractor.

Pedestrian Activity, as defined in the FHWA Pedestrian Lighting Primer (April 2022):

High/Medium: over 10 pedestrians in a peak hour (examples may include downtown retail or office areas, libraries, community buildings, event centers, or transit stops)

Low: 10 or fewer pedestrians in a peak hour (examples may include low density residential areas, semi-rural or suburban areas, etc)

## Infrastructure Factors

### Presence of Pedestrian Facilities

The project location has no pedestrian facilities (crosswalk, sidewalk, shared-use path, etc.). Nearly 73% of pedestrian fatal and serious injury crashes occurred on a roadway segment or intersection with no pedestrian facilities.

### Paved Shoulder Width

29% of fatal and serious injury pedestrian crashes evaluated occurred on roadways with paved shoulder widths of 5 to 9 ft. Shoulders less than 4 feet in width have an increased risk of pedestrian injury.

### Median Type

9% of fatal or serious injury pedestrian crashes evaluated occurred where an earth median was present.

## Other Factors

### Prior Vehicle-to-Pedestrian Crashes (Or Near Misses) within the Last Five Years

The project is in a location with a known history of many (5+) vehicle to pedestrian crashes within the last five years.

### Availability of Public Safety Services

The project is in a location where the average time elapsed from a crash to arrival at a treatment facility is 15 minutes or less.

### Project Scale & Complexity

The project could be implemented with simple countermeasures identified with relative low cost. Example countermeasures may include striping, signage, rumble strips, education/enforcement campaigns, planning studies, etc.

**Please note any other relevant information for this project location and attach to this sheet.**

# Risk Evaluation Narrative

**Instructions:**

The following narrative repeats the information presented on the previous two pages in a format that may be suitable for use in a grant application narrative. In addition, it may be beneficial to conduct the risk evaluation again for the future condition to demonstrate how the project will reduce risk and improve pedestrian safety.

**Risk Evaluation Narrative**

The proposed project was evaluated for pedestrian safety using a risk evaluation tool developed from an analysis of crash data from all Tribal areas in the FHWA publication "A Systemic Safety Study of Pedestrians in Tribal Areas" (FHWA Reference No. HFL230008PR). The evaluation produced a pedestrian risk evaluation score of 44/ 62. The primary factors contributing to this score which will be improved by the proposed project are:

- This location is within a 1/4 mile of a pedestrian attractor or residential land use. A majority (71%) of pedestrian fatal and serious injury crashes in Tribal areas occurred within a ¼ mile of an identified land use or potential pedestrian attractor.
- With a crossing distance of 51-72 ft., a PHB (or other countermeasure) would be appropriate if the roadway has between ~750-1000 vehicles per hour. Crossing distances and vehicle volumes are based on the typical crossing distances noted for pedestrian hybrid beacon warrants in the MUTCD (MUTCD Section 4J). 23% of crashes analyzed occurred at signalized or unsignalized intersections.
- The project location has no pedestrian facilities (crosswalk, sidewalk, shared-use path, etc.). Nearly 73% of pedestrian fatal and serious injury crashes occurred on a roadway segment or intersection with no pedestrian facilities.
- The project is in a location with a known history of many (5+) vehicle to pedestrian crashes within the last five years.
- The project could be implemented with simple countermeasures identified with relative low cost. Example countermeasures may include striping, signage, rumble strips, education/enforcement campaigns, planning studies, etc.

## **DRAFT Project Risk Evaluation**

# **A Systemic Safety Study of Pedestrians in Tribal Areas**

FHWA Reference No. HFL230008PR

When approved, the final version of this worksheet and the associated report will be posted at  
<https://www.tribalsafety.org/ped-study>

# DRAFT Project Risk Evaluation

**Location:** 12 - R Pomo Pumps & CA-20 (WB)

**Proposed Improvements:**

**How does the project enhance community connectivity?**

**What land uses are adjacent to the project site?**

## Risk Factor Summary

**Instructions:**

Select the appropriate factor for the project location. The Pedestrian Risk Score and supporting risk statistics informed by the safety analysis will be provided on page 2. A narrative will be developed on page 3. Including maps or photos of the project location may help others better understand this risk evaluation. The risk may change through a project area, conducting a risk assessment every 1/2-mile or when the roadway cross section changes may be necessary to accurately reflect different roadway segments. Develop a risk evaluation of the location for both the existing and future conditions to demonstrate reduced risk scores.

### Location / Environmental Factors

|  | Score |
|--|-------|
| <b>Proximity to Land Uses or Pedestrian Attractors:</b> < ¼ mile to residential or commercial land uses    | 8     |
| <b>Operating Environment:</b> 2 or 3 lane undivided roadway  | 2     |
| <b>Pedestrian Crossing Distance<sup>1</sup>:</b> > 73 ft   | 4     |
| <b>Lighting Condition at Vehicle-Pedestrian Conflict Areas:</b> Inadequate lighting                        | 1     |
| <b>Posted Speed Limit:</b> < 25 MPH  | 0     |
| <b>Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway (Average Daily Traffic):</b> < 1,000 ADT | 1     |
| <b>Pedestrian Activity<sup>2</sup>:</b> High   | 4     |

### Infrastructure Factors

|   |   |
|---|---|
| <b>Presence of Pedestrian Facilities<sup>3</sup>:</b> No Facilities | 8 |
| <b>Paved Shoulder Width:</b> 0 - 1 ft                               | 4 |
| <b>Median Type:</b> Earth median (divided roadway)                  | 2 |

### Other Factors

|   |   |
|---|---|
| <b>Prior Vehicle-to-Pedestrian Crashes (Or Near Misses) within the Last Five Years<sup>4</sup>:</b> 5 or more crashes | 4 |
| <b>Availability of Public Safety Services<sup>5</sup>:</b> < 15 minutes   | 0 |
| <b>Project Scale &amp; Complexity:</b> Low cost (<\$200,000), simple countermeasures                                  | 4 |

**Pedestrian Risk Evaluation Score** 42 / 62

1: For a crossing related project

2: Pedestrian Activity, as defined in the FHWA *Pedestrian Lighting Primer* (April 2022):

High/Medium: over 10 pedestrians in a peak hour (examples may include downtown retail or office areas, libraries, community buildings, event centers, or transit stops)

Low: 10 or fewer pedestrians in a peak hour (examples may include low density residential areas, semi-rural or suburban areas, etc)

3: Some Facilities: Fragmented sidewalk, sidewalk on only one side of the roadway, signage only for crossings

Adequate Facilities: Sidewalks on both sides of roadway, Separated sidewalk or paved path on one or both sides of roadway, Marked (painted) crosswalk and signage

Enhanced Facilities: Bulb-outs/curb extensions, median refuge island(s), pedestrian signal (pedestrian hybrid beacon, rectangular rapid-flashing beacon)

4: Please attach crash reports or summaries, if available. If no formal reports are available, please attach a description of events

5: Average time elapsed from crash to arrival at treatment facility

# Supporting Information

## Location / Environmental Factors

### Proximity to Land Uses or Pedestrian Attractors

This location is within a 1/4 mile of a pedestrian attractor or residential land use. A majority (71%) of pedestrian fatal and serious injury crashes in Tribal areas occurred within a ¼ mile of an identified land use or potential pedestrian attractor.

### Operating Environment

Nearly 47% of pedestrian fatal or serious injury crashes analyzed occurred on two lane roadways. This operating environment may not include adequate pedestrian facilities and often have higher speed limits.

### Pedestrian Crossing Distance

A crossing distance of 73 ft. or greater exposes the pedestrian to vehicles for a long period of time. A PHB (or other countermeasure) would be appropriate for this crossing distance if the roadway has between ~250 to 500 vehicles per hour. Crossing distances and vehicle volumes are based on the typical crossing distances noted for pedestrian hybrid beacon warrants in the MUTCD (MUTCD Section 4J). 23% of crashes analyzed occurred at signalized or unsignalized intersections.

### Lighting Condition at Vehicle-Pedestrian Conflict Areas

Nearly 18% of the fatal and serious injury pedestrian crashes reviewed occurred in dark, lighted conditions. Although lighting may be present, it may not be focused on the potential vehicle to pedestrian conflict area. Lighting may not be focused on

### Posted Speed Limit

This location has a posted speed limit of 25mph or less. Fewer fatal and serious injury pedestrian crashes (10%) occurred on roadways with posted speed limit of 25 MPH or less.

### Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway

This location has average daily traffic of 1,000 vehicles or less. Pedestrian exposure to vehicles is low.

### Pedestrian Activity

The project will serve a "high" pedestrian activity area/location.

71% of pedestrian crashes reviewed occurred within 1/4-mile of an identified land use or pedestrian attractor.

Pedestrian Activity, as defined in the FHWA Pedestrian Lighting Primer (April 2022):

High/Medium: over 10 pedestrians in a peak hour (examples may include downtown retail or office areas, libraries, community buildings, event centers, or transit stops)

Low: 10 or fewer pedestrians in a peak hour (examples may include low density residential areas, semi-rural or suburban areas, etc)

## Infrastructure Factors

### Presence of Pedestrian Facilities

The project location has no pedestrian facilities (crosswalk, sidewalk, shared-use path, etc.). Nearly 73% of pedestrian fatal and serious injury crashes occurred on a roadway segment or intersection with no pedestrian facilities.

### Paved Shoulder Width

16% of fatal and serious injury pedestrian crashes evaluated occurred on roadways with no shoulder or a shoulder of 1 ft. or less. Shoulders less than 4 feet in width have an increased risk of pedestrian injury.

### Median Type

9% of fatal or serious injury pedestrian crashes evaluated occurred where an earth median was present.

## Other Factors

### Prior Vehicle-to-Pedestrian Crashes (Or Near Misses) within the Last Five Years

The project is in a location with a known history of many (5+) vehicle to pedestrian crashes within the last five years.

### Availability of Public Safety Services

The project is in a location where the average time elapsed from a crash to arrival at a treatment facility is 15 minutes or less.

### Project Scale & Complexity

The project could be implemented with simple countermeasures identified with relative low cost. Example countermeasures may include striping, signage, rumble strips, education/enforcement campaigns, planning studies, etc.

**Please note any other relevant information for this project location and attach to this sheet.**

# Risk Evaluation Narrative

**Instructions:**

The following narrative repeats the information presented on the previous two pages in a format that may be suitable for use in a grant application narrative. In addition, it may be beneficial to conduct the risk evaluation again for the future condition to demonstrate how the project will reduce risk and improve pedestrian safety.

**Risk Evaluation Narrative**

The proposed project was evaluated for pedestrian safety using a risk evaluation tool developed from an analysis of crash data from all Tribal areas in the FHWA publication "A Systemic Safety Study of Pedestrians in Tribal Areas" (FHWA Reference No. HFL230008PR). The evaluation produced a pedestrian risk evaluation score of 42/ 62. The primary factors contributing to this score which will be improved by the proposed project are:

- This location is within a 1/4 mile of a pedestrian attractor or residential land use. A majority (71%) of pedestrian fatal and serious injury crashes in Tribal areas occurred within a ¼ mile of an identified land use or potential pedestrian attractor.
- A crossing distance of 73 ft. or greater exposes the pedestrian to vehicles for a long period of time. A PHB (or other countermeasure) would be appropriate for this crossing distance if the roadway has between ~250 to 500 vehicles per hour. Crossing distances and vehicle volumes are based on the typical crossing distances noted for pedestrian hybrid beacon warrants in the MUTCD (MUTCD Section 4J). 23% of crashes analyzed occurred at signalized or unsignalized intersections.
- The project location has no pedestrian facilities (crosswalk, sidewalk, shared-use path, etc.). Nearly 73% of pedestrian fatal and serious injury crashes occurred on a roadway segment or intersection with no pedestrian facilities.
- 16% of fatal and serious injury pedestrian crashes evaluated occurred on roadways with no shoulder or a shoulder of 1 ft. or less. Shoulders less than 4 feet in width have an increased risk of pedestrian injury.
- The project is in a location with a known history of many (5+) vehicle to pedestrian crashes within the last five years.
- The project could be implemented with simple countermeasures identified with relative low cost. Example countermeasures may include striping, signage, rumble strips, education/enforcement campaigns, planning studies, etc.

## **DRAFT Project Risk Evaluation**

# **A Systemic Safety Study of Pedestrians in Tribal Areas**

FHWA Reference No. HFL230008PR

When approved, the final version of this worksheet and the associated report will be posted at  
<https://www.tribalsafety.org/ped-study>

# DRAFT Project Risk Evaluation

**Location:** 13 - Roundabout, CA-20 North to Pyle Rd (CA-20 North)

**Proposed Improvements:**

**How does the project enhance community connectivity?**

**What land uses are adjacent to the project site?**

## Risk Factor Summary

**Instructions:**

Select the appropriate factor for the project location. The Pedestrian Risk Score and supporting risk statistics informed by the safety analysis will be provided on page 2. A narrative will be developed on page 3. Including maps or photos of the project location may help others better understand this risk evaluation. The risk may change through a project area, conducting a risk assessment every 1/2-mile or when the roadway cross section changes may be necessary to accurately reflect different roadway segments. Develop a risk evaluation of the location for both the existing and future conditions to demonstrate reduced risk scores.

### Location / Environmental Factors

|   | Score |
|---|-------|
| <b>Proximity to Land Uses or Pedestrian Attractors:</b> < ¼ mile to residential or commercial land uses           | 8     |
| <b>Operating Environment:</b> 2 or 3 lane undivided roadway   | 2     |
| <b>Pedestrian Crossing Distance<sup>1</sup>:</b> < 34 ft  | 1     |
| <b>Lighting Condition at Vehicle-Pedestrian Conflict Areas:</b> Adequate Lighting                                 | 0     |
| <b>Posted Speed Limit:</b> < 25 MPH   | 0     |
| <b>Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway (Average Daily Traffic):</b> 5,001 - 25,000 ADT | 3     |
| <b>Pedestrian Activity<sup>2</sup>:</b> High  | 4     |

### Infrastructure Factors

|  |   |
|--|---|
| <b>Presence of Pedestrian Facilities<sup>3</sup>:</b> Adequate Facilities      | 1 |
| <b>Paved Shoulder Width:</b> > 10 ft, curb/gutter, or sidewalk/pathway present | 1 |
| <b>Median Type:</b> Barrier/cable or pedestrian refuge island                  | 1 |

### Other Factors

|   |   |
|---|---|
| <b>Prior Vehicle-to-Pedestrian Crashes (Or Near Misses) within the Last Five Years<sup>4</sup>:</b> 5 or more crashes | 4 |
| <b>Availability of Public Safety Services<sup>5</sup>:</b> < 15 minutes   | 0 |
| <b>Project Scale &amp; Complexity:</b> Low cost (<\$200,000), simple countermeasures                                  | 4 |

**Pedestrian Risk Evaluation Score** 29 / 62

1: For a crossing related project

2: Pedestrian Activity, as defined in the FHWA *Pedestrian Lighting Primer* (April 2022):

High/Medium: over 10 pedestrians in a peak hour (examples may include downtown retail or office areas, libraries, community buildings, event centers, or transit stops)

Low: 10 or fewer pedestrians in a peak hour (examples may include low density residential areas, semi-rural or suburban areas, etc)

3: Some Facilities: Fragmented sidewalk, sidewalk on only one side of the roadway, signage only for crossings

Adequate Facilities: Sidewalks on both sides of roadway, Separated sidewalk or paved path on one or both sides of roadway, Marked (painted) crosswalk and signage

Enhanced Facilities: Bulb-outs/curb extensions, median refuge island(s), pedestrian signal (pedestrian hybrid beacon, rectangular rapid-flashing beacon)

4: Please attach crash reports or summaries, if available. If no formal reports are available, please attach a description of events

5: Average time elapsed from crash to arrival at treatment facility

# Supporting Information

## Location / Environmental Factors

### Proximity to Land Uses or Pedestrian Attractors

This location is within a 1/4 mile of a pedestrian attractor or residential land use. A majority (71%) of pedestrian fatal and serious injury crashes in Tribal areas occurred within a 1/4 mile of an identified land use or potential pedestrian attractor.

### Operating Environment

Nearly 47% of pedestrian fatal or serious injury crashes analyzed occurred on two lane roadways. This operating environment may not include adequate pedestrian facilities and often have higher speed limits.

### Pedestrian Crossing Distance

Reducing the required pedestrian crossing distance reduces vehicle to pedestrian exposure and risk. With a crossing distance of 34 ft. or less, a PHB (or other countermeasure) would be appropriate if the roadway has more than ~1500 vehicles per hour. Crossing distances and vehicle volumes are based on the typical crossing distances noted for pedestrian hybrid beacon warrants in the MUTCD (MUTCD Section 4J).

### Lighting Condition at Vehicle-Pedestrian Conflict Areas

This location has adequate lighting at the vehicle-pedestrian conflict area (sidewalk, crossings, intersections, etc.).

### Posted Speed Limit

This location has a posted speed limit of 25mph or less. Fewer fatal and serious injury pedestrian crashes (10%) occurred on roadways with posted speed limit of 25 MPH or less.

### Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway

This location has average daily traffic between 5,000 and 25,000 vehicles. Pedestrian exposure to vehicles is high. 50% of crashes analyzed occurred on principal/maior arterial or minor arterial roadways, typical of higher volume roadways.

### Pedestrian Activity

The project will serve a "high" pedestrian activity area/location.

71% of pedestrian crashes reviewed occurred within 1/4-mile of an identified land use or pedestrian attractor.

Pedestrian Activity, as defined in the FHWA Pedestrian Lighting Primer (April 2022):

High/Medium: over 10 pedestrians in a peak hour (examples may include downtown retail or office areas, libraries, community buildings, event centers, or transit stops)

Low: 10 or fewer pedestrians in a peak hour (examples may include low density residential areas, semi-rural or suburban areas, etc)

## Infrastructure Factors

### Presence of Pedestrian Facilities

The project location has adequate pedestrian facilities. Examples of "adequate" facilities may include sidewalks on both sides of a roadway, separated sidewalk or a shared-use path, marked (painted) crosswalk and signage, etc. 23% of crashes evaluated occurred where pedestrian facilities were present.

### Paved Shoulder Width

16% of fatal and serious injury pedestrian crashes evaluated occurred on roadways with shoulders 10 ft. wide or more. Of crashes evaluated occurring on a roadway segment (not at intersection), 17% of crashes occurred where pedestrian facilities (sidewalk/pathway) were present.

### Median Type

8% of fatal or serious injury pedestrian crashes evaluated occurred where a center barrier or cable was present.

## Other Factors

### Prior Vehicle-to-Pedestrian Crashes (Or Near Misses) within the Last Five Years

The project is in a location with a known history of many (5+) vehicle to pedestrian crashes within the last five years.

### Availability of Public Safety Services

The project is in a location where the average time elapsed from a crash to arrival at a treatment facility is 15 minutes or less.

### Project Scale & Complexity

The project could be implemented with simple countermeasures identified with relative low cost. Example countermeasures may include striping, signage, rumble strips, education/enforcement campaigns, planning studies, etc.

**Please note any other relevant information for this project location and attach to this sheet.**

# Risk Evaluation Narrative

**Instructions:**

The following narrative repeats the information presented on the previous two pages in a format that may be suitable for use in a grant application narrative. In addition, it may be beneficial to conduct the risk evaluation again for the future condition to demonstrate how the project will reduce risk and improve pedestrian safety.

**Risk Evaluation Narrative**

The proposed project was evaluated for pedestrian safety using a risk evaluation tool developed from an analysis of crash data from all Tribal areas in the FHWA publication "A Systemic Safety Study of Pedestrians in Tribal Areas" (FHWA Reference No. HFL230008PR). The evaluation produced a pedestrian risk evaluation score of 29/ 62. The primary factors contributing to this score which will be improved by the proposed project are:

- This location is within a 1/4 mile of a pedestrian attractor or residential land use. A majority (71%) of pedestrian fatal and serious injury crashes in Tribal areas occurred within a ¼ mile of an identified land use or potential pedestrian attractor.
  
- This location has average daily traffic between 5,000 and 25,000 vehicles. Pedestrian exposure to vehicles is high. 50% of crashes analyzed occurred on principal/major arterial or minor arterial roadways, typical of higher volume roadways.
  
- The project is in a location with a known history of many (5+) vehicle to pedestrian crashes within the last five years.
  
- The project could be implemented with simple countermeasures identified with relative low cost. Example countermeasures may include striping, signage, rumble strips, education/enforcement campaigns, planning studies, etc.

## **DRAFT Project Risk Evaluation**

# **A Systemic Safety Study of Pedestrians in Tribal Areas**

FHWA Reference No. HFL230008PR

When approved, the final version of this worksheet and the associated report will be posted at  
<https://www.tribalsafety.org/ped-study>

# DRAFT Project Risk Evaluation

**Location:** 14 - Roundabout, CA-20 North to Pyle Rd (Pyle Rd)

**Proposed Improvements:**

**How does the project enhance community connectivity?**

**What land uses are adjacent to the project site?**

## Risk Factor Summary

**Instructions:**

Select the appropriate factor for the project location. The Pedestrian Risk Score and supporting risk statistics informed by the safety analysis will be provided on page 2. A narrative will be developed on page 3. Including maps or photos of the project location may help others better understand this risk evaluation. The risk may change through a project area, conducting a risk assessment every 1/2-mile or when the roadway cross section changes may be necessary to accurately reflect different roadway segments. Develop a risk evaluation of the location for both the existing and future conditions to demonstrate reduced risk scores.

### Location / Environmental Factors

|   | <b>Score</b> |
|---|--------------|
| <b>Proximity to Land Uses or Pedestrian Attractors:</b> < ¼ mile to residential or commercial land uses           | <b>8</b>     |
| <b>Operating Environment:</b> 2 or 3 lane undivided roadway   | <b>2</b>     |
| <b>Pedestrian Crossing Distance<sup>1</sup>:</b> < 34 ft  | <b>1</b>     |
| <b>Lighting Condition at Vehicle-Pedestrian Conflict Areas:</b> Adequate Lighting                                 | <b>0</b>     |
| <b>Posted Speed Limit:</b> < 25 MPH   | <b>0</b>     |
| <b>Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway (Average Daily Traffic):</b> 5,001 - 25,000 ADT | <b>3</b>     |
| <b>Pedestrian Activity<sup>2</sup>:</b> High  | <b>4</b>     |

### Infrastructure Factors

|  |          |
|--|----------|
| <b>Presence of Pedestrian Facilities<sup>3</sup>:</b> Adequate Facilities      | <b>1</b> |
| <b>Paved Shoulder Width:</b> > 10 ft, curb/gutter, or sidewalk/pathway present | <b>1</b> |
| <b>Median Type:</b> Barrier/cable or pedestrian refuge island                  | <b>1</b> |

### Other Factors

|   |          |
|---|----------|
| <b>Prior Vehicle-to-Pedestrian Crashes (Or Near Misses) within the Last Five Years<sup>4</sup>:</b> 5 or more crashes | <b>4</b> |
| <b>Availability of Public Safety Services<sup>5</sup>:</b> < 15 minutes   | <b>0</b> |
| <b>Project Scale &amp; Complexity:</b> Low cost (<\$200,000), simple countermeasures                                  | <b>4</b> |

**Pedestrian Risk Evaluation Score** 29 / 62

1: For a crossing related project

2: Pedestrian Activity, as defined in the FHWA *Pedestrian Lighting Primer* (April 2022):

High/Medium: over 10 pedestrians in a peak hour (examples may include downtown retail or office areas, libraries, community buildings, event centers, or transit stops)

Low: 10 or fewer pedestrians in a peak hour (examples may include low density residential areas, semi-rural or suburban areas, etc)

3: Some Facilities: Fragmented sidewalk, sidewalk on only one side of the roadway, signage only for crossings

Adequate Facilities: Sidewalks on both sides of roadway, Separated sidewalk or paved path on one or both sides of roadway, Marked (painted) crosswalk and signage

Enhanced Facilities: Bulb-outs/curb extensions, median refuge island(s), pedestrian signal (pedestrian hybrid beacon, rectangular rapid-flashing beacon)

4: Please attach crash reports or summaries, if available. If no formal reports are available, please attach a description of events

5: Average time elapsed from crash to arrival at treatment facility

# Supporting Information

## Location / Environmental Factors

### Proximity to Land Uses or Pedestrian Attractors

This location is within a 1/4 mile of a pedestrian attractor or residential land use. A majority (71%) of pedestrian fatal and serious injury crashes in Tribal areas occurred within a 1/4 mile of an identified land use or potential pedestrian attractor.

### Operating Environment

Nearly 47% of pedestrian fatal or serious injury crashes analyzed occurred on two lane roadways. This operating environment may not include adequate pedestrian facilities and often have higher speed limits.

### Pedestrian Crossing Distance

Reducing the required pedestrian crossing distance reduces vehicle to pedestrian exposure and risk. With a crossing distance of 34 ft. or less, a PHB (or other countermeasure) would be appropriate if the roadway has more than ~1500 vehicles per hour. Crossing distances and vehicle volumes are based on the typical crossing distances noted for pedestrian hybrid beacon warrants in the MUTCD (MUTCD Section 4J).

### Lighting Condition at Vehicle-Pedestrian Conflict Areas

This location has adequate lighting at the vehicle-pedestrian conflict area (sidewalk, crossings, intersections, etc.).

### Posted Speed Limit

This location has a posted speed limit of 25mph or less. Fewer fatal and serious injury pedestrian crashes (10%) occurred on roadways with posted speed limit of 25 MPH or less.

### Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway

This location has average daily traffic between 5,000 and 25,000 vehicles. Pedestrian exposure to vehicles is high. 50% of crashes analyzed occurred on principal/maior arterial or minor arterial roadways, typical of higher volume roadways.

### Pedestrian Activity

The project will serve a "high" pedestrian activity area/location.

71% of pedestrian crashes reviewed occurred within 1/4-mile of an identified land use or pedestrian attractor.

Pedestrian Activity, as defined in the FHWA Pedestrian Lighting Primer (April 2022):

High/Medium: over 10 pedestrians in a peak hour (examples may include downtown retail or office areas, libraries, community buildings, event centers, or transit stops)

Low: 10 or fewer pedestrians in a peak hour (examples may include low density residential areas, semi-rural or suburban areas, etc)

## Infrastructure Factors

### Presence of Pedestrian Facilities

The project location has adequate pedestrian facilities. Examples of "adequate" facilities may include sidewalks on both sides of a roadway, separated sidewalk or a shared-use path, marked (painted) crosswalk and signage, etc. 23% of crashes evaluated occurred where pedestrian facilities were present.

### Paved Shoulder Width

16% of fatal and serious injury pedestrian crashes evaluated occurred on roadways with shoulders 10 ft. wide or more. Of crashes evaluated occurring on a roadway segment (not at intersection), 17% of crashes occurred where pedestrian facilities (sidewalk/pathway) were present.

### Median Type

8% of fatal or serious injury pedestrian crashes evaluated occurred where a center barrier or cable was present.

## Other Factors

### Prior Vehicle-to-Pedestrian Crashes (Or Near Misses) within the Last Five Years

The project is in a location with a known history of many (5+) vehicle to pedestrian crashes within the last five years.

### Availability of Public Safety Services

The project is in a location where the average time elapsed from a crash to arrival at a treatment facility is 15 minutes or less.

### Project Scale & Complexity

The project could be implemented with simple countermeasures identified with relative low cost. Example countermeasures may include striping, signage, rumble strips, education/enforcement campaigns, planning studies, etc.

**Please note any other relevant information for this project location and attach to this sheet.**

# Risk Evaluation Narrative

**Instructions:**

The following narrative repeats the information presented on the previous two pages in a format that may be suitable for use in a grant application narrative. In addition, it may be beneficial to conduct the risk evaluation again for the future condition to demonstrate how the project will reduce risk and improve pedestrian safety.

**Risk Evaluation Narrative**

The proposed project was evaluated for pedestrian safety using a risk evaluation tool developed from an analysis of crash data from all Tribal areas in the FHWA publication "A Systemic Safety Study of Pedestrians in Tribal Areas" (FHWA Reference No. HFL230008PR). The evaluation produced a pedestrian risk evaluation score of 29/ 62. The primary factors contributing to this score which will be improved by the proposed project are:

- This location is within a 1/4 mile of a pedestrian attractor or residential land use. A majority (71%) of pedestrian fatal and serious injury crashes in Tribal areas occurred within a ¼ mile of an identified land use or potential pedestrian attractor.
  
- This location has average daily traffic between 5,000 and 25,000 vehicles. Pedestrian exposure to vehicles is high. 50% of crashes analyzed occurred on principal/major arterial or minor arterial roadways, typical of higher volume roadways.
  
- The project is in a location with a known history of many (5+) vehicle to pedestrian crashes within the last five years.
  
- The project could be implemented with simple countermeasures identified with relative low cost. Example countermeasures may include striping, signage, rumble strips, education/enforcement campaigns, planning studies, etc.

## **DRAFT Project Risk Evaluation**

# **A Systemic Safety Study of Pedestrians in Tribal Areas**

FHWA Reference No. HFL230008PR

When approved, the final version of this worksheet and the associated report will be posted at  
<https://www.tribalsafety.org/ped-study>

# DRAFT Project Risk Evaluation

**Location:** 15 - Roundabout, CA-20 North to Pyle Rd (Pyle Rd)

**Proposed Improvements:**

**How does the project enhance community connectivity?**

**What land uses are adjacent to the project site?**

## Risk Factor Summary

**Instructions:**

Select the appropriate factor for the project location. The Pedestrian Risk Score and supporting risk statistics informed by the safety analysis will be provided on page 2. A narrative will be developed on page 3. Including maps or photos of the project location may help others better understand this risk evaluation. The risk may change through a project area, conducting a risk assessment every 1/2-mile or when the roadway cross section changes may be necessary to accurately reflect different roadway segments. Develop a risk evaluation of the location for both the existing and future conditions to demonstrate reduced risk scores.

### Location / Environmental Factors

|   | Score |
|---|-------|
| <b>Proximity to Land Uses or Pedestrian Attractors:</b> < ¼ mile to residential or commercial land uses           | 8     |
| <b>Operating Environment:</b> 2 or 3 lane undivided roadway   | 2     |
| <b>Pedestrian Crossing Distance<sup>1</sup>:</b> < 34 ft  | 1     |
| <b>Lighting Condition at Vehicle-Pedestrian Conflict Areas:</b> Adequate Lighting                                 | 0     |
| <b>Posted Speed Limit:</b> < 25 MPH   | 0     |
| <b>Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway (Average Daily Traffic):</b> 5,001 - 25,000 ADT | 3     |
| <b>Pedestrian Activity<sup>2</sup>:</b> High  | 4     |

### Infrastructure Factors

|  |   |
|--|---|
| <b>Presence of Pedestrian Facilities<sup>3</sup>:</b> Adequate Facilities      | 1 |
| <b>Paved Shoulder Width:</b> > 10 ft, curb/gutter, or sidewalk/pathway present | 1 |
| <b>Median Type:</b> Barrier/cable or pedestrian refuge island                  | 1 |

### Other Factors

|   |   |
|---|---|
| <b>Prior Vehicle-to-Pedestrian Crashes (Or Near Misses) within the Last Five Years<sup>4</sup>:</b> 5 or more crashes | 4 |
| <b>Availability of Public Safety Services<sup>5</sup>:</b> < 15 minutes   | 0 |
| <b>Project Scale &amp; Complexity:</b> Low cost (<\$200,000), simple countermeasures                                  | 4 |

**Pedestrian Risk Evaluation Score** 29 / 62

1: For a crossing related project

2: Pedestrian Activity, as defined in the FHWA *Pedestrian Lighting Primer* (April 2022):

High/Medium: over 10 pedestrians in a peak hour (examples may include downtown retail or office areas, libraries, community buildings, event centers, or transit stops)

Low: 10 or fewer pedestrians in a peak hour (examples may include low density residential areas, semi-rural or suburban areas, etc)

3: Some Facilities: Fragmented sidewalk, sidewalk on only one side of the roadway, signage only for crossings

Adequate Facilities: Sidewalks on both sides of roadway, Separated sidewalk or paved path on one or both sides of roadway, Marked (painted) crosswalk and signage

Enhanced Facilities: Bulb-outs/curb extensions, median refuge island(s), pedestrian signal (pedestrian hybrid beacon, rectangular rapid-flashing beacon)

4: Please attach crash reports or summaries, if available. If no formal reports are available, please attach a description of events

5: Average time elapsed from crash to arrival at treatment facility

# Supporting Information

## Location / Environmental Factors

### Proximity to Land Uses or Pedestrian Attractors

This location is within a 1/4 mile of a pedestrian attractor or residential land use. A majority (71%) of pedestrian fatal and serious injury crashes in Tribal areas occurred within a 1/4 mile of an identified land use or potential pedestrian attractor.

### Operating Environment

Nearly 47% of pedestrian fatal or serious injury crashes analyzed occurred on two lane roadways. This operating environment may not include adequate pedestrian facilities and often have higher speed limits.

### Pedestrian Crossing Distance

Reducing the required pedestrian crossing distance reduces vehicle to pedestrian exposure and risk. With a crossing distance of 34 ft. or less, a PHB (or other countermeasure) would be appropriate if the roadway has more than ~1500 vehicles per hour. Crossing distances and vehicle volumes are based on the typical crossing distances noted for pedestrian hybrid beacon warrants in the MUTCD (MUTCD Section 4J).

### Lighting Condition at Vehicle-Pedestrian Conflict Areas

This location has adequate lighting at the vehicle-pedestrian conflict area (sidewalk, crossings, intersections, etc.).

### Posted Speed Limit

This location has a posted speed limit of 25mph or less. Fewer fatal and serious injury pedestrian crashes (10%) occurred on roadways with posted speed limit of 25 MPH or less.

### Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway

This location has average daily traffic between 5,000 and 25,000 vehicles. Pedestrian exposure to vehicles is high. 50% of crashes analyzed occurred on principal/maior arterial or minor arterial roadways, typical of higher volume roadways.

### Pedestrian Activity

The project will serve a "high" pedestrian activity area/location.

71% of pedestrian crashes reviewed occurred within 1/4-mile of an identified land use or pedestrian attractor.

Pedestrian Activity, as defined in the FHWA Pedestrian Lighting Primer (April 2022):

High/Medium: over 10 pedestrians in a peak hour (examples may include downtown retail or office areas, libraries, community buildings, event centers, or transit stops)

Low: 10 or fewer pedestrians in a peak hour (examples may include low density residential areas, semi-rural or suburban areas, etc)

## Infrastructure Factors

### Presence of Pedestrian Facilities

The project location has adequate pedestrian facilities. Examples of "adequate" facilities may include sidewalks on both sides of a roadway, separated sidewalk or a shared-use path, marked (painted) crosswalk and signage, etc. 23% of crashes evaluated occurred where pedestrian facilities were present.

### Paved Shoulder Width

16% of fatal and serious injury pedestrian crashes evaluated occurred on roadways with shoulders 10 ft. wide or more. Of crashes evaluated occurring on a roadway segment (not at intersection), 17% of crashes occurred where pedestrian facilities (sidewalk/pathway) were present.

### Median Type

8% of fatal or serious injury pedestrian crashes evaluated occurred where a center barrier or cable was present.

## Other Factors

### Prior Vehicle-to-Pedestrian Crashes (Or Near Misses) within the Last Five Years

The project is in a location with a known history of many (5+) vehicle to pedestrian crashes within the last five years.

### Availability of Public Safety Services

The project is in a location where the average time elapsed from a crash to arrival at a treatment facility is 15 minutes or less.

### Project Scale & Complexity

The project could be implemented with simple countermeasures identified with relative low cost. Example countermeasures may include striping, signage, rumble strips, education/enforcement campaigns, planning studies, etc.

**Please note any other relevant information for this project location and attach to this sheet.**

# Risk Evaluation Narrative

**Instructions:**

The following narrative repeats the information presented on the previous two pages in a format that may be suitable for use in a grant application narrative. In addition, it may be beneficial to conduct the risk evaluation again for the future condition to demonstrate how the project will reduce risk and improve pedestrian safety.

**Risk Evaluation Narrative**

The proposed project was evaluated for pedestrian safety using a risk evaluation tool developed from an analysis of crash data from all Tribal areas in the FHWA publication "A Systemic Safety Study of Pedestrians in Tribal Areas" (FHWA Reference No. HFL230008PR). The evaluation produced a pedestrian risk evaluation score of 29/ 62. The primary factors contributing to this score which will be improved by the proposed project are:

- This location is within a 1/4 mile of a pedestrian attractor or residential land use. A majority (71%) of pedestrian fatal and serious injury crashes in Tribal areas occurred within a ¼ mile of an identified land use or potential pedestrian attractor.
  
- This location has average daily traffic between 5,000 and 25,000 vehicles. Pedestrian exposure to vehicles is high. 50% of crashes analyzed occurred on principal/major arterial or minor arterial roadways, typical of higher volume roadways.
  
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## **DRAFT Project Risk Evaluation**

# **A Systemic Safety Study of Pedestrians in Tribal Areas**

FHWA Reference No. HFL230008PR

When approved, the final version of this worksheet and the associated report will be posted at  
<https://www.tribalsafety.org/ped-study>

# DRAFT Project Risk Evaluation

**Location:** 16 - Roundabout, CA-20 North to Pyle Rd (Pyle Rd)

**Proposed Improvements:**

**How does the project enhance community connectivity?**

**What land uses are adjacent to the project site?**

## Risk Factor Summary

**Instructions:**

Select the appropriate factor for the project location. The Pedestrian Risk Score and supporting risk statistics informed by the safety analysis will be provided on page 2. A narrative will be developed on page 3. Including maps or photos of the project location may help others better understand this risk evaluation. The risk may change through a project area, conducting a risk assessment every 1/2-mile or when the roadway cross section changes may be necessary to accurately reflect different roadway segments. Develop a risk evaluation of the location for both the existing and future conditions to demonstrate reduced risk scores.

### Location / Environmental Factors

|  |   | Score |
|--|---|-------|
| <b>Proximity to Land Uses or Pedestrian Attractors:</b>  | < ¼ mile to residential or commercial land uses | 8     |
| <b>Operating Environment:</b>  | 2 or 3 lane undivided roadway                   | 2     |
| <b>Pedestrian Crossing Distance<sup>1</sup>:</b>   | < 34 ft   | 1     |
| <b>Lighting Condition at Vehicle-Pedestrian Conflict Areas:</b>                                | Adequate Lighting                               | 0     |
| <b>Posted Speed Limit:</b>   | < 25 MPH  | 0     |
| <b>Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway (Average Daily Traffic):</b> | 5,001 - 25,000 ADT                              | 3     |
| <b>Pedestrian Activity<sup>2</sup>:</b>  | High  | 4     |

### Infrastructure Factors

|   |   |   |
|---|---|---|
| <b>Presence of Pedestrian Facilities<sup>3</sup>:</b> | Adequate Facilities                               | 1 |
| <b>Paved Shoulder Width:</b>                          | > 10 ft, curb/gutter, or sidewalk/pathway present | 1 |
| <b>Median Type:</b>                                   | Barrier/cable or pedestrian refuge island         | 1 |

### Other Factors

|   |   |   |
|---|---|---|
| <b>Prior Vehicle-to-Pedestrian Crashes (Or Near Misses) within the Last Five Years<sup>4</sup>:</b> | 5 or more crashes                             | 4 |
| <b>Availability of Public Safety Services<sup>5</sup>:</b>  | < 15 minutes                                  | 0 |
| <b>Project Scale &amp; Complexity:</b>  | Low cost (<\$200,000), simple countermeasures | 4 |

## Pedestrian Risk Evaluation Score

29 / 62

1: For a crossing related project

2: Pedestrian Activity, as defined in the FHWA *Pedestrian Lighting Primer* (April 2022):

High/Medium: over 10 pedestrians in a peak hour (examples may include downtown retail or office areas, libraries, community buildings, event centers, or transit stops)

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4: Please attach crash reports or summaries, if available. If no formal reports are available, please attach a description of events

5: Average time elapsed from crash to arrival at treatment facility

# Supporting Information

## Location / Environmental Factors

### Proximity to Land Uses or Pedestrian Attractors

This location is within a 1/4 mile of a pedestrian attractor or residential land use. A majority (71%) of pedestrian fatal and serious injury crashes in Tribal areas occurred within a ¼ mile of an identified land use or potential pedestrian attractor.

### Operating Environment

Nearly 47% of pedestrian fatal or serious injury crashes analyzed occurred on two lane roadways. This operating environment may not include adequate pedestrian facilities and often have higher speed limits.

### Pedestrian Crossing Distance

Reducing the required pedestrian crossing distance reduces vehicle to pedestrian exposure and risk. With a crossing distance of 34 ft. or less, a PHB (or other countermeasure) would be appropriate if the roadway has more than ~1500 vehicles per hour. Crossing distances and vehicle volumes are based on the typical crossing distances noted for pedestrian hybrid beacon warrants in the MUTCD (MUTCD Section 4J).

### Lighting Condition at Vehicle-Pedestrian Conflict Areas

This location has adequate lighting at the vehicle-pedestrian conflict area (sidewalk, crossings, intersections, etc.).

### Posted Speed Limit

This location has a posted speed limit of 25mph or less. Fewer fatal and serious injury pedestrian crashes (10%) occurred on roadways with posted speed limit of 25 MPH or less.

### Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway

This location has average daily traffic between 5,000 and 25,000 vehicles. Pedestrian exposure to vehicles is high. 50% of crashes analyzed occurred on principal/maior arterial or minor arterial roadways, typical of higher volume roadways.

### Pedestrian Activity

The project will serve a "high" pedestrian activity area/location.

71% of pedestrian crashes reviewed occurred within 1/4-mile of an identified land use or pedestrian attractor.

Pedestrian Activity, as defined in the FHWA Pedestrian Lighting Primer (April 2022):

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Low: 10 or fewer pedestrians in a peak hour (examples may include low density residential areas, semi-rural or suburban areas, etc)

## Infrastructure Factors

### Presence of Pedestrian Facilities

The project location has adequate pedestrian facilities. Examples of "adequate" facilities may include sidewalks on both sides of a roadway, separated sidewalk or a shared-use path, marked (painted) crosswalk and signage, etc. 23% of crashes evaluated occurred where pedestrian facilities were present.

### Paved Shoulder Width

16% of fatal and serious injury pedestrian crashes evaluated occurred on roadways with shoulders 10 ft. wide or more. Of crashes evaluated occurring on a roadway segment (not at intersection), 17% of crashes occurred where pedestrian facilities (sidewalk/pathway) were present.

### Median Type

8% of fatal or serious injury pedestrian crashes evaluated occurred where a center barrier or cable was present.

## Other Factors

### Prior Vehicle-to-Pedestrian Crashes (Or Near Misses) within the Last Five Years

The project is in a location with a known history of many (5+) vehicle to pedestrian crashes within the last five years.

### Availability of Public Safety Services

The project is in a location where the average time elapsed from a crash to arrival at a treatment facility is 15 minutes or less.

### Project Scale & Complexity

The project could be implemented with simple countermeasures identified with relative low cost. Example countermeasures may include striping, signage, rumble strips, education/enforcement campaigns, planning studies, etc.

**Please note any other relevant information for this project location and attach to this sheet.**

# Risk Evaluation Narrative

**Instructions:**

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## **DRAFT Project Risk Evaluation**

# **A Systemic Safety Study of Pedestrians in Tribal Areas**

FHWA Reference No. HFL230008PR

When approved, the final version of this worksheet and the associated report will be posted at  
<https://www.tribalsafety.org/ped-study>

# DRAFT Project Risk Evaluation

**Location:** 17 - Roundabout, CA-20 North to Pyle Rd (Pyle Rd)

**Proposed Improvements:**

**How does the project enhance community connectivity?**

**What land uses are adjacent to the project site?**

## Risk Factor Summary

**Instructions:**

Select the appropriate factor for the project location. The Pedestrian Risk Score and supporting risk statistics informed by the safety analysis will be provided on page 2. A narrative will be developed on page 3. Including maps or photos of the project location may help others better understand this risk evaluation. The risk may change through a project area, conducting a risk assessment every 1/2-mile or when the roadway cross section changes may be necessary to accurately reflect different roadway segments. Develop a risk evaluation of the location for both the existing and future conditions to demonstrate reduced risk scores.

### Location / Environmental Factors

|   | Score |
|---|-------|
| <b>Proximity to Land Uses or Pedestrian Attractors:</b> < ¼ mile to residential or commercial land uses           | 8     |
| <b>Operating Environment:</b> 2 or 3 lane undivided roadway   | 2     |
| <b>Pedestrian Crossing Distance<sup>1</sup>:</b> < 34 ft  | 1     |
| <b>Lighting Condition at Vehicle-Pedestrian Conflict Areas:</b> Adequate Lighting                                 | 0     |
| <b>Posted Speed Limit:</b> < 25 MPH   | 0     |
| <b>Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway (Average Daily Traffic):</b> 5,001 - 25,000 ADT | 3     |
| <b>Pedestrian Activity<sup>2</sup>:</b> High  | 4     |

### Infrastructure Factors

|  |   |
|--|---|
| <b>Presence of Pedestrian Facilities<sup>3</sup>:</b> Adequate Facilities      | 1 |
| <b>Paved Shoulder Width:</b> > 10 ft, curb/gutter, or sidewalk/pathway present | 1 |
| <b>Median Type:</b> Barrier/cable or pedestrian refuge island                  | 1 |

### Other Factors

|   |   |
|---|---|
| <b>Prior Vehicle-to-Pedestrian Crashes (Or Near Misses) within the Last Five Years<sup>4</sup>:</b> 5 or more crashes | 4 |
| <b>Availability of Public Safety Services<sup>5</sup>:</b> < 15 minutes   | 0 |
| <b>Project Scale &amp; Complexity:</b> Low cost (<\$200,000), simple countermeasures                                  | 4 |

**Pedestrian Risk Evaluation Score** 29 / 62

1: For a crossing related project

2: Pedestrian Activity, as defined in the FHWA *Pedestrian Lighting Primer* (April 2022):

High/Medium: over 10 pedestrians in a peak hour (examples may include downtown retail or office areas, libraries, community buildings, event centers, or transit stops)

Low: 10 or fewer pedestrians in a peak hour (examples may include low density residential areas, semi-rural or suburban areas, etc)

3: Some Facilities: Fragmented sidewalk, sidewalk on only one side of the roadway, signage only for crossings

Adequate Facilities: Sidewalks on both sides of roadway, Separated sidewalk or paved path on one or both sides of roadway, Marked (painted) crosswalk and signage

Enhanced Facilities: Bulb-outs/curb extensions, median refuge island(s), pedestrian signal (pedestrian hybrid beacon, rectangular rapid-flashing beacon)

4: Please attach crash reports or summaries, if available. If no formal reports are available, please attach a description of events

5: Average time elapsed from crash to arrival at treatment facility

# Supporting Information

## Location / Environmental Factors

### Proximity to Land Uses or Pedestrian Attractors

This location is within a 1/4 mile of a pedestrian attractor or residential land use. A majority (71%) of pedestrian fatal and serious injury crashes in Tribal areas occurred within a ¼ mile of an identified land use or potential pedestrian attractor.

### Operating Environment

Nearly 47% of pedestrian fatal or serious injury crashes analyzed occurred on two lane roadways. This operating environment may not include adequate pedestrian facilities and often have higher speed limits.

### Pedestrian Crossing Distance

Reducing the required pedestrian crossing distance reduces vehicle to pedestrian exposure and risk. With a crossing distance of 34 ft. or less, a PHB (or other countermeasure) would be appropriate if the roadway has more than ~1500 vehicles per hour. Crossing distances and vehicle volumes are based on the typical crossing distances noted for pedestrian hybrid beacon warrants in the MUTCD (MUTCD Section 4J).

### Lighting Condition at Vehicle-Pedestrian Conflict Areas

This location has adequate lighting at the vehicle-pedestrian conflict area (sidewalk, crossings, intersections, etc.).

### Posted Speed Limit

This location has a posted speed limit of 25mph or less. Fewer fatal and serious injury pedestrian crashes (10%) occurred on roadways with posted speed limit of 25 MPH or less.

### Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway

This location has average daily traffic between 5,000 and 25,000 vehicles. Pedestrian exposure to vehicles is high. 50% of crashes analyzed occurred on principal/maior arterial or minor arterial roadways, typical of higher volume roadways.

### Pedestrian Activity

The project will serve a "high" pedestrian activity area/location.

71% of pedestrian crashes reviewed occurred within 1/4-mile of an identified land use or pedestrian attractor.

Pedestrian Activity, as defined in the FHWA Pedestrian Lighting Primer (April 2022):

High/Medium: over 10 pedestrians in a peak hour (examples may include downtown retail or office areas, libraries, community buildings, event centers, or transit stops)

Low: 10 or fewer pedestrians in a peak hour (examples may include low density residential areas, semi-rural or suburban areas, etc)

## Infrastructure Factors

### Presence of Pedestrian Facilities

The project location has adequate pedestrian facilities. Examples of "adequate" facilities may include sidewalks on both sides of a roadway, separated sidewalk or a shared-use path, marked (painted) crosswalk and signage, etc. 23% of crashes evaluated occurred where pedestrian facilities were present.

### Paved Shoulder Width

16% of fatal and serious injury pedestrian crashes evaluated occurred on roadways with shoulders 10 ft. wide or more. Of crashes evaluated occurring on a roadway segment (not at intersection), 17% of crashes occurred where pedestrian facilities (sidewalk/pathway) were present.

### Median Type

8% of fatal or serious injury pedestrian crashes evaluated occurred where a center barrier or cable was present.

## Other Factors

### Prior Vehicle-to-Pedestrian Crashes (Or Near Misses) within the Last Five Years

The project is in a location with a known history of many (5+) vehicle to pedestrian crashes within the last five years.

### Availability of Public Safety Services

The project is in a location where the average time elapsed from a crash to arrival at a treatment facility is 15 minutes or less.

### Project Scale & Complexity

The project could be implemented with simple countermeasures identified with relative low cost. Example countermeasures may include striping, signage, rumble strips, education/enforcement campaigns, planning studies, etc.

**Please note any other relevant information for this project location and attach to this sheet.**

# Risk Evaluation Narrative

**Instructions:**

The following narrative repeats the information presented on the previous two pages in a format that may be suitable for use in a grant application narrative. In addition, it may be beneficial to conduct the risk evaluation again for the future condition to demonstrate how the project will reduce risk and improve pedestrian safety.

**Risk Evaluation Narrative**

The proposed project was evaluated for pedestrian safety using a risk evaluation tool developed from an analysis of crash data from all Tribal areas in the FHWA publication "A Systemic Safety Study of Pedestrians in Tribal Areas" (FHWA Reference No. HFL230008PR). The evaluation produced a pedestrian risk evaluation score of 29/ 62. The primary factors contributing to this score which will be improved by the proposed project are:

- This location is within a 1/4 mile of a pedestrian attractor or residential land use. A majority (71%) of pedestrian fatal and serious injury crashes in Tribal areas occurred within a ¼ mile of an identified land use or potential pedestrian attractor.
  
- This location has average daily traffic between 5,000 and 25,000 vehicles. Pedestrian exposure to vehicles is high. 50% of crashes analyzed occurred on principal/major arterial or minor arterial roadways, typical of higher volume roadways.
  
- The project is in a location with a known history of many (5+) vehicle to pedestrian crashes within the last five years.
  
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## **DRAFT Project Risk Evaluation**

# **A Systemic Safety Study of Pedestrians in Tribal Areas**

FHWA Reference No. HFL230008PR

When approved, the final version of this worksheet and the associated report will be posted at  
<https://www.tribalsafety.org/ped-study>

# DRAFT Project Risk Evaluation

**Location:** 18 - Roundabout, CA-20 North to Pyle Rd (Pyle Rd)

**Proposed Improvements:**

**How does the project enhance community connectivity?**

**What land uses are adjacent to the project site?**

## Risk Factor Summary

### Instructions:

Select the appropriate factor for the project location. The Pedestrian Risk Score and supporting risk statistics informed by the safety analysis will be provided on page 2. A narrative will be developed on page 3. Including maps or photos of the project location may help others better understand this risk evaluation. The risk may change through a project area, conducting a risk assessment every 1/2-mile or when the roadway cross section changes may be necessary to accurately reflect different roadway segments. Develop a risk evaluation of the location for both the existing and future conditions to demonstrate reduced risk scores.

### Location / Environmental Factors

|  |   | Score |
|--|---|-------|
| <b>Proximity to Land Uses or Pedestrian Attractors:</b>  | < ¼ mile to residential or commercial land uses | 8     |
| <b>Operating Environment:</b>  | 2 or 3 lane undivided roadway                   | 2     |
| <b>Pedestrian Crossing Distance<sup>1</sup>:</b>   | < 34 ft   | 1     |
| <b>Lighting Condition at Vehicle-Pedestrian Conflict Areas:</b>                                | Adequate Lighting                               | 0     |
| <b>Posted Speed Limit:</b>   | < 25 MPH  | 0     |
| <b>Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway (Average Daily Traffic):</b> | 5,001 - 25,000 ADT                              | 3     |
| <b>Pedestrian Activity<sup>2</sup>:</b>  | High  | 4     |

### Infrastructure Factors

|   |   |   |
|---|---|---|
| <b>Presence of Pedestrian Facilities<sup>3</sup>:</b> | Adequate Facilities                               | 1 |
| <b>Paved Shoulder Width:</b>                          | > 10 ft, curb/gutter, or sidewalk/pathway present | 1 |
| <b>Median Type:</b>                                   | Barrier/cable or pedestrian refuge island         | 1 |

### Other Factors

|   |   |   |
|---|---|---|
| <b>Prior Vehicle-to-Pedestrian Crashes (Or Near Misses) within the Last Five Years<sup>4</sup>:</b> | 5 or more crashes                             | 4 |
| <b>Availability of Public Safety Services<sup>5</sup>:</b>  | < 15 minutes                                  | 0 |
| <b>Project Scale &amp; Complexity:</b>  | Low cost (<\$200,000), simple countermeasures | 4 |

## Pedestrian Risk Evaluation Score

29 / 62

1: For a crossing related project

2: Pedestrian Activity, as defined in the FHWA *Pedestrian Lighting Primer* (April 2022):

High/Medium: over 10 pedestrians in a peak hour (examples may include downtown retail or office areas, libraries, community buildings, event centers, or transit stops)

Low: 10 or fewer pedestrians in a peak hour (examples may include low density residential areas, semi-rural or suburban areas, etc)

3: Some Facilities: Fragmented sidewalk, sidewalk on only one side of the roadway, signage only for crossings

Adequate Facilities: Sidewalks on both sides of roadway, Separated sidewalk or paved path on one or both sides of roadway, Marked (painted) crosswalk and signage

Enhanced Facilities: Bulb-outs/curb extensions, median refuge island(s), pedestrian signal (pedestrian hybrid beacon, rectangular rapid-flashing beacon)

4: Please attach crash reports or summaries, if available. If no formal reports are available, please attach a description of events

5: Average time elapsed from crash to arrival at treatment facility

# Supporting Information

## Location / Environmental Factors

### Proximity to Land Uses or Pedestrian Attractors

This location is within a 1/4 mile of a pedestrian attractor or residential land use. A majority (71%) of pedestrian fatal and serious injury crashes in Tribal areas occurred within a ¼ mile of an identified land use or potential pedestrian attractor.

### Operating Environment

Nearly 47% of pedestrian fatal or serious injury crashes analyzed occurred on two lane roadways. This operating environment may not include adequate pedestrian facilities and often have higher speed limits.

### Pedestrian Crossing Distance

Reducing the required pedestrian crossing distance reduces vehicle to pedestrian exposure and risk. With a crossing distance of 34 ft. or less, a PHB (or other countermeasure) would be appropriate if the roadway has more than ~1500 vehicles per hour. Crossing distances and vehicle volumes are based on the typical crossing distances noted for pedestrian hybrid beacon warrants in the MUTCD (MUTCD Section 4J).

### Lighting Condition at Vehicle-Pedestrian Conflict Areas

This location has adequate lighting at the vehicle-pedestrian conflict area (sidewalk, crossings, intersections, etc.).

### Posted Speed Limit

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### Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway

This location has average daily traffic between 5,000 and 25,000 vehicles. Pedestrian exposure to vehicles is high. 50% of crashes analyzed occurred on principal/maior arterial or minor arterial roadways, typical of higher volume roadways.

### Pedestrian Activity

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## Infrastructure Factors

### Presence of Pedestrian Facilities

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### Paved Shoulder Width

16% of fatal and serious injury pedestrian crashes evaluated occurred on roadways with shoulders 10 ft. wide or more. Of crashes evaluated occurring on a roadway segment (not at intersection), 17% of crashes occurred where pedestrian facilities (sidewalk/pathway) were present.

### Median Type

8% of fatal or serious injury pedestrian crashes evaluated occurred where a center barrier or cable was present.

## Other Factors

### Prior Vehicle-to-Pedestrian Crashes (Or Near Misses) within the Last Five Years

The project is in a location with a known history of many (5+) vehicle to pedestrian crashes within the last five years.

### Availability of Public Safety Services

The project is in a location where the average time elapsed from a crash to arrival at a treatment facility is 15 minutes or less.

### Project Scale & Complexity

The project could be implemented with simple countermeasures identified with relative low cost. Example countermeasures may include striping, signage, rumble strips, education/enforcement campaigns, planning studies, etc.

**Please note any other relevant information for this project location and attach to this sheet.**

# Risk Evaluation Narrative

**Instructions:**

The following narrative repeats the information presented on the previous two pages in a format that may be suitable for use in a grant application narrative. In addition, it may be beneficial to conduct the risk evaluation again for the future condition to demonstrate how the project will reduce risk and improve pedestrian safety.

**Risk Evaluation Narrative**

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# DRAFT Project Risk Evaluation

## A Systemic Safety Study of Pedestrians in Tribal Areas

FHWA Reference No. HFL230008PR

When approved, the final version of this worksheet and the associated report will be posted at  
<https://www.tribalsafety.org/ped-study>

# DRAFT Project Risk Evaluation

**Location:** 19 - Roundabout, CA-20 North to Pyle Rd (Pyle Rd)

**Proposed Improvements:**

**How does the project enhance community connectivity?**

**What land uses are adjacent to the project site?**

## Risk Factor Summary

**Instructions:**

Select the appropriate factor for the project location. The Pedestrian Risk Score and supporting risk statistics informed by the safety analysis will be provided on page 2. A narrative will be developed on page 3. Including maps or photos of the project location may help others better understand this risk evaluation. The risk may change through a project area, conducting a risk assessment every 1/2-mile or when the roadway cross section changes may be necessary to accurately reflect different roadway segments. Develop a risk evaluation of the location for both the existing and future conditions to demonstrate reduced risk scores.

### Location / Environmental Factors

|  |   | Score |
|--|---|-------|
| <b>Proximity to Land Uses or Pedestrian Attractors:</b>  | < ¼ mile to residential or commercial land uses | 8     |
| <b>Operating Environment:</b>  | 2 or 3 lane undivided roadway                   | 2     |
| <b>Pedestrian Crossing Distance<sup>1</sup>:</b>   | < 34 ft   | 1     |
| <b>Lighting Condition at Vehicle-Pedestrian Conflict Areas:</b>                                | Adequate Lighting                               | 0     |
| <b>Posted Speed Limit:</b>   | < 25 MPH  | 0     |
| <b>Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway (Average Daily Traffic):</b> | 5,001 - 25,000 ADT                              | 3     |
| <b>Pedestrian Activity<sup>2</sup>:</b>  | High  | 4     |

### Infrastructure Factors

|   |   |   |
|---|---|---|
| <b>Presence of Pedestrian Facilities<sup>3</sup>:</b> | Adequate Facilities                               | 1 |
| <b>Paved Shoulder Width:</b>                          | > 10 ft, curb/gutter, or sidewalk/pathway present | 1 |
| <b>Median Type:</b>                                   | Barrier/cable or pedestrian refuge island         | 1 |

### Other Factors

|   |   |   |
|---|---|---|
| <b>Prior Vehicle-to-Pedestrian Crashes (Or Near Misses) within the Last Five Years<sup>4</sup>:</b> | 5 or more crashes                             | 4 |
| <b>Availability of Public Safety Services<sup>5</sup>:</b>  | < 15 minutes                                  | 0 |
| <b>Project Scale &amp; Complexity:</b>  | Low cost (<\$200,000), simple countermeasures | 4 |

## Pedestrian Risk Evaluation Score 29 / 62

1: For a crossing related project  
 2: Pedestrian Activity, as defined in the FHWA *Pedestrian Lighting Primer* (April 2022):  
High/Medium: over 10 pedestrians in a peak hour (examples may include downtown retail or office areas, libraries, community buildings, event centers, or transit stops)  
Low: 10 or fewer pedestrians in a peak hour (examples may include low density residential areas, semi-rural or suburban areas, etc)  
 3: Some Facilities: Fragmented sidewalk, sidewalk on only one side of the roadway, signage only for crossings  
Adequate Facilities: Sidewalks on both sides of roadway, Separated sidewalk or paved path on one or both sides of roadway, Marked (painted) crosswalk and signage  
Enhanced Facilities: Bulb-outs/curb extensions, median refuge island(s), pedestrian signal (pedestrian hybrid beacon, rectangular rapid-flashing beacon)  
 4: Please attach crash reports or summaries, if available. If no formal reports are available, please attach a description of events  
 5: Average time elapsed from crash to arrival at treatment facility

# Supporting Information

## Location / Environmental Factors

### Proximity to Land Uses or Pedestrian Attractors

This location is within a 1/4 mile of a pedestrian attractor or residential land use. A majority (71%) of pedestrian fatal and serious injury crashes in Tribal areas occurred within a 1/4 mile of an identified land use or potential pedestrian attractor.

### Operating Environment

Nearly 47% of pedestrian fatal or serious injury crashes analyzed occurred on two lane roadways. This operating environment may not include adequate pedestrian facilities and often have higher speed limits.

### Pedestrian Crossing Distance

Reducing the required pedestrian crossing distance reduces vehicle to pedestrian exposure and risk. With a crossing distance of 34 ft. or less, a PHB (or other countermeasure) would be appropriate if the roadway has more than ~1500 vehicles per hour. Crossing distances and vehicle volumes are based on the typical crossing distances noted for pedestrian hybrid beacon warrants in the MUTCD (MUTCD Section 4J).

### Lighting Condition at Vehicle-Pedestrian Conflict Areas

This location has adequate lighting at the vehicle-pedestrian conflict area (sidewalk, crossings, intersections, etc.).

### Posted Speed Limit

This location has a posted speed limit of 25mph or less. Fewer fatal and serious injury pedestrian crashes (10%) occurred on roadways with posted speed limit of 25 MPH or less.

### Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway

This location has average daily traffic between 5,000 and 25,000 vehicles. Pedestrian exposure to vehicles is high. 50% of crashes analyzed occurred on principal/maior arterial or minor arterial roadways, typical of higher volume roadways.

### Pedestrian Activity

The project will serve a "high" pedestrian activity area/location.

71% of pedestrian crashes reviewed occurred within 1/4-mile of an identified land use or pedestrian attractor.

Pedestrian Activity, as defined in the FHWA Pedestrian Lighting Primer (April 2022):

High/Medium: over 10 pedestrians in a peak hour (examples may include downtown retail or office areas, libraries, community buildings, event centers, or transit stops)

Low: 10 or fewer pedestrians in a peak hour (examples may include low density residential areas, semi-rural or suburban areas, etc)

## Infrastructure Factors

### Presence of Pedestrian Facilities

The project location has adequate pedestrian facilities. Examples of "adequate" facilities may include sidewalks on both sides of a roadway, separated sidewalk or a shared-use path, marked (painted) crosswalk and signage, etc. 23% of crashes evaluated occurred where pedestrian facilities were present.

### Paved Shoulder Width

16% of fatal and serious injury pedestrian crashes evaluated occurred on roadways with shoulders 10 ft. wide or more. Of crashes evaluated occurring on a roadway segment (not at intersection), 17% of crashes occurred where pedestrian facilities (sidewalk/pathway) were present.

### Median Type

8% of fatal or serious injury pedestrian crashes evaluated occurred where a center barrier or cable was present.

## Other Factors

### Prior Vehicle-to-Pedestrian Crashes (Or Near Misses) within the Last Five Years

The project is in a location with a known history of many (5+) vehicle to pedestrian crashes within the last five years.

### Availability of Public Safety Services

The project is in a location where the average time elapsed from a crash to arrival at a treatment facility is 15 minutes or less.

### Project Scale & Complexity

The project could be implemented with simple countermeasures identified with relative low cost. Example countermeasures may include striping, signage, rumble strips, education/enforcement campaigns, planning studies, etc.

**Please note any other relevant information for this project location and attach to this sheet.**

# Risk Evaluation Narrative

**Instructions:**

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## **DRAFT Project Risk Evaluation**

# **A Systemic Safety Study of Pedestrians in Tribal Areas**

FHWA Reference No. HFL230008PR

When approved, the final version of this worksheet and the associated report will be posted at  
<https://www.tribalsafety.org/ped-study>

# DRAFT Project Risk Evaluation

**Location:** 20 - Roundabout, CA-20 North to Pyle Rd (Pyle Rd)

**Proposed Improvements:**

**How does the project enhance community connectivity?**

**What land uses are adjacent to the project site?**

## Risk Factor Summary

**Instructions:**

Select the appropriate factor for the project location. The Pedestrian Risk Score and supporting risk statistics informed by the safety analysis will be provided on page 2. A narrative will be developed on page 3. Including maps or photos of the project location may help others better understand this risk evaluation. The risk may change through a project area, conducting a risk assessment every 1/2-mile or when the roadway cross section changes may be necessary to accurately reflect different roadway segments. Develop a risk evaluation of the location for both the existing and future conditions to demonstrate reduced risk scores.

### Location / Environmental Factors

|   | Score |
|---|-------|
| <b>Proximity to Land Uses or Pedestrian Attractors:</b> < ¼ mile to residential or commercial land uses           | 8     |
| <b>Operating Environment:</b> 2 or 3 lane undivided roadway   | 2     |
| <b>Pedestrian Crossing Distance<sup>1</sup>:</b> < 34 ft  | 1     |
| <b>Lighting Condition at Vehicle-Pedestrian Conflict Areas:</b> Adequate Lighting                                 | 0     |
| <b>Posted Speed Limit:</b> < 25 MPH   | 0     |
| <b>Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway (Average Daily Traffic):</b> 5,001 - 25,000 ADT | 3     |
| <b>Pedestrian Activity<sup>2</sup>:</b> High  | 4     |

### Infrastructure Factors

|  |   |
|--|---|
| <b>Presence of Pedestrian Facilities<sup>3</sup>:</b> Adequate Facilities      | 1 |
| <b>Paved Shoulder Width:</b> > 10 ft, curb/gutter, or sidewalk/pathway present | 1 |
| <b>Median Type:</b> Barrier/cable or pedestrian refuge island                  | 1 |

### Other Factors

|   |   |
|---|---|
| <b>Prior Vehicle-to-Pedestrian Crashes (Or Near Misses) within the Last Five Years<sup>4</sup>:</b> 5 or more crashes | 4 |
| <b>Availability of Public Safety Services<sup>5</sup>:</b> < 15 minutes   | 0 |
| <b>Project Scale &amp; Complexity:</b> Low cost (<\$200,000), simple countermeasures                                  | 4 |

## Pedestrian Risk Evaluation Score

29 / 62

1: For a crossing related project

2: Pedestrian Activity, as defined in the FHWA *Pedestrian Lighting Primer* (April 2022):

High/Medium: over 10 pedestrians in a peak hour (examples may include downtown retail or office areas, libraries, community buildings, event centers, or transit stops)

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4: Please attach crash reports or summaries, if available. If no formal reports are available, please attach a description of events

5: Average time elapsed from crash to arrival at treatment facility

# Supporting Information

## Location / Environmental Factors

### Proximity to Land Uses or Pedestrian Attractors

This location is within a 1/4 mile of a pedestrian attractor or residential land use. A majority (71%) of pedestrian fatal and serious injury crashes in Tribal areas occurred within a 1/4 mile of an identified land use or potential pedestrian attractor.

### Operating Environment

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Reducing the required pedestrian crossing distance reduces vehicle to pedestrian exposure and risk. With a crossing distance of 34 ft. or less, a PHB (or other countermeasure) would be appropriate if the roadway has more than ~1500 vehicles per hour. Crossing distances and vehicle volumes are based on the typical crossing distances noted for pedestrian hybrid beacon warrants in the MUTCD (MUTCD Section 4J).

### Lighting Condition at Vehicle-Pedestrian Conflict Areas

This location has adequate lighting at the vehicle-pedestrian conflict area (sidewalk, crossings, intersections, etc.).

### Posted Speed Limit

This location has a posted speed limit of 25mph or less. Fewer fatal and serious injury pedestrian crashes (10%) occurred on roadways with posted speed limit of 25 MPH or less.

### Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway

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## Infrastructure Factors

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### Median Type

8% of fatal or serious injury pedestrian crashes evaluated occurred where a center barrier or cable was present.

## Other Factors

### Prior Vehicle-to-Pedestrian Crashes (Or Near Misses) within the Last Five Years

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### Availability of Public Safety Services

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### Project Scale & Complexity

The project could be implemented with simple countermeasures identified with relative low cost. Example countermeasures may include striping, signage, rumble strips, education/enforcement campaigns, planning studies, etc.

**Please note any other relevant information for this project location and attach to this sheet.**

# Risk Evaluation Narrative

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***APPENDIX F***  
**SURVEY RESULTS**

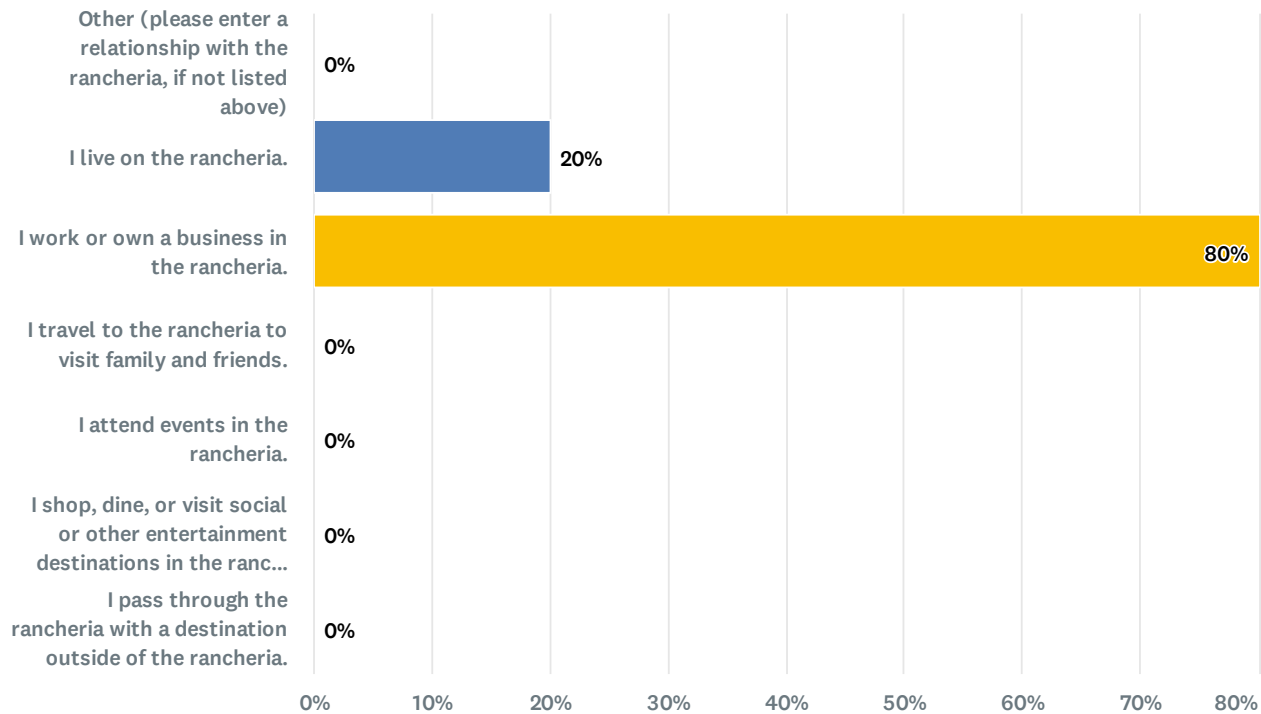
# Q1 What is your zip code?

Answered: 10 Skipped: 0

| #  | RESPONSES | DATE               |
|----|-----------|--------------------|
| 1  | 95464     | 2/4/2026 4:26 PM   |
| 2  | 95464     | 2/4/2026 4:26 PM   |
| 3  | 95470     | 2/4/2026 4:26 PM   |
| 4  | 95485     | 2/4/2026 4:26 PM   |
| 5  | 95464     | 2/4/2026 2:45 PM   |
| 6  | 95451     | 2/4/2026 12:45 PM  |
| 7  | 95451     | 1/30/2026 1:05 PM  |
| 8  | 95449     | 1/30/2026 11:05 AM |
| 9  | 95453     | 1/29/2026 2:46 PM  |
| 10 | 95490     | 1/15/2026 10:22 AM |

## Q2 What is your primary relationship with the Robinson Rancheria Pomo Indians of California area?

Answered: 10 Skipped: 0



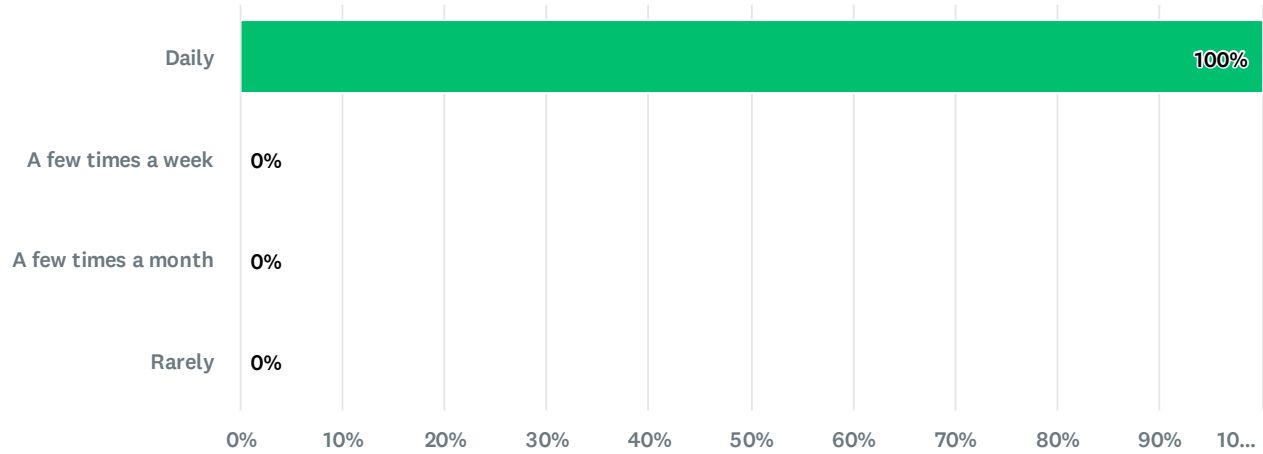
| Answer Choices  | Percentage | Responses |
|---|------------|-----------|
| Other (please enter a relationship with the rancheria, if not listed above)         | 0%         | 0         |
| I live on the rancheria.  | 20.00%     | 2         |
| I work or own a business in the rancheria.  | 80.00%     | 8         |
| I travel to the rancheria to visit family and friends.                              | 0%         | 0         |
| I attend events in the rancheria.   | 0%         | 0         |
| I shop, dine, or visit social or other entertainment destinations in the rancheria. | 0%         | 0         |
| I pass through the rancheria with a destination outside of the rancheria.           | 0%         | 0         |
| <b>Total</b>  |            | <b>10</b> |

ABOVE)

There are no responses.

### Q3 How often do you travel in the rancheria area?

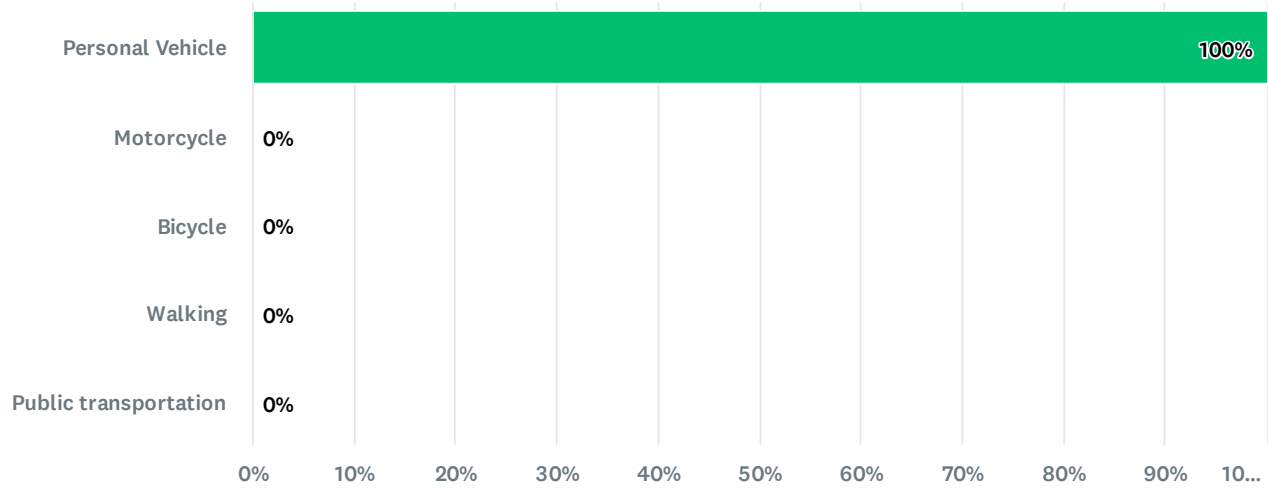
Answered: 10 Skipped: 0



| Answer Choices        | Percentage | Responses |
|-----------------------|------------|-----------|
| ● Daily               | 100.00%    | 10        |
| ● A few times a week  | 0%         | 0         |
| ● A few times a month | 0%         | 0         |
| ● Rarely              | 0%         | 0         |
| <b>Total</b>          |            | <b>10</b> |

## Q4 What is your primary mode of transportation?

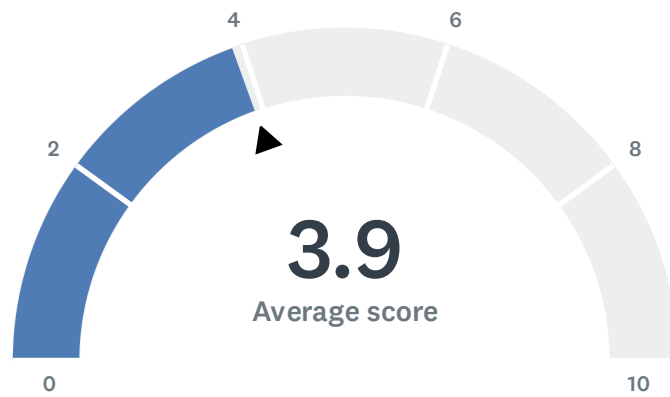
Answered: 10 Skipped: 0



| Answer Choices  | Percentage | Responses |
|---|------------|-----------|
| <span style="color: green;">●</span> Personal Vehicle       | 100.00%    | 10        |
| <span style="color: blue;">●</span> Motorcycle              | 0%         | 0         |
| <span style="color: yellow;">●</span> Bicycle               | 0%         | 0         |
| <span style="color: cyan;">●</span> Walking                 | 0%         | 0         |
| <span style="color: orange;">●</span> Public transportation | 0%         | 0         |
| <b>Total</b>  |            | <b>10</b> |

# Q5 How would you rate the overall condition of the roads on the rancheria?

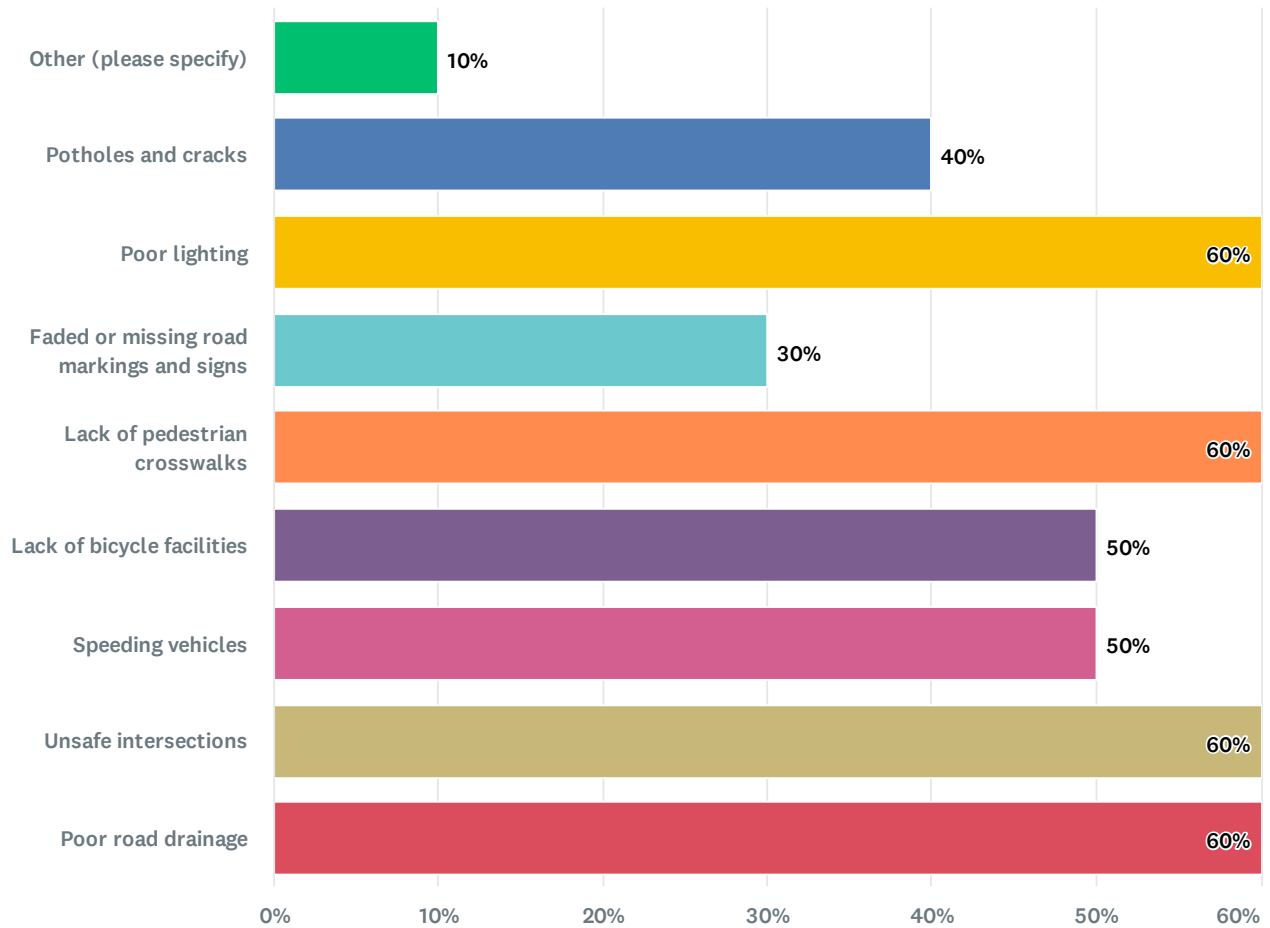
Answered: 10 Skipped: 0







| #  |   | DATE               |
|----|---|--------------------|
| 1  | 6 | 2/4/2026 4:26 PM   |
| 2  | 6 | 2/4/2026 4:26 PM   |
| 3  | 2 | 2/4/2026 4:26 PM   |
| 4  | 7 | 2/4/2026 4:26 PM   |
| 5  | 1 | 2/4/2026 2:45 PM   |
| 6  | 3 | 2/4/2026 12:45 PM  |
| 7  | 1 | 1/30/2026 1:05 PM  |
| 8  | 3 | 1/30/2026 11:05 AM |
| 9  | 6 | 1/29/2026 2:46 PM  |
| 10 | 4 | 1/15/2026 10:22 AM |

## Q6 What are the most common roadway issues you have encountered? (Select all that apply)

Answered: 10 Skipped: 0



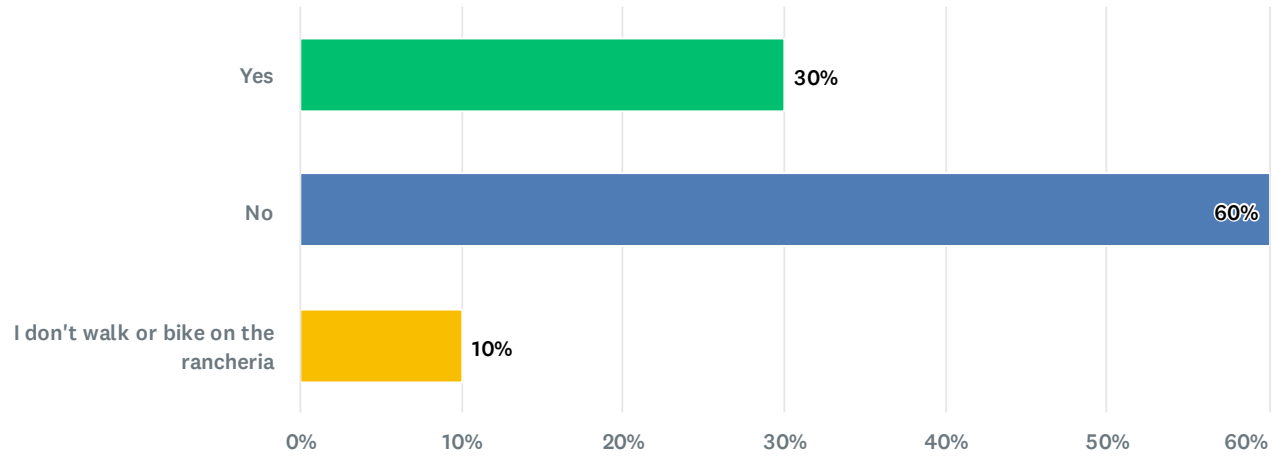
| Answer Choices                             | Percentage | Responses |
|--|------------|-----------|
| ● Other (please specify)                   | 10.00%     | 1         |
| ● Potholes and cracks                      | 40.00%     | 4         |
| ● Poor lighting                            | 60.00%     | 6         |
| ● Faded or missing road markings and signs | 30.00%     | 3         |
| ● Lack of pedestrian crosswalks            | 60.00%     | 6         |
| <b>Total</b>                               |            | <b>42</b> |

| Answer Choices   | Percentage | Responses |
|--|------------|-----------|
|  Lack of bicycle facilities | 50.00%     | 5         |
|  Speeding vehicles          | 50.00%     | 5         |
|  Unsafe intersections       | 60.00%     | 6         |
|  Poor road drainage         | 60.00%     | 6         |
| <b>Total</b>   |            | <b>42</b> |

| # | OTHER (PLEASE SPECIFY)                    | DATE              |
|---|---|-------------------|
| 1 | Unsafe intersection near Recycling center | 1/29/2026 2:46 PM |

## Q7 Do you feel safe walking or biking in the area?

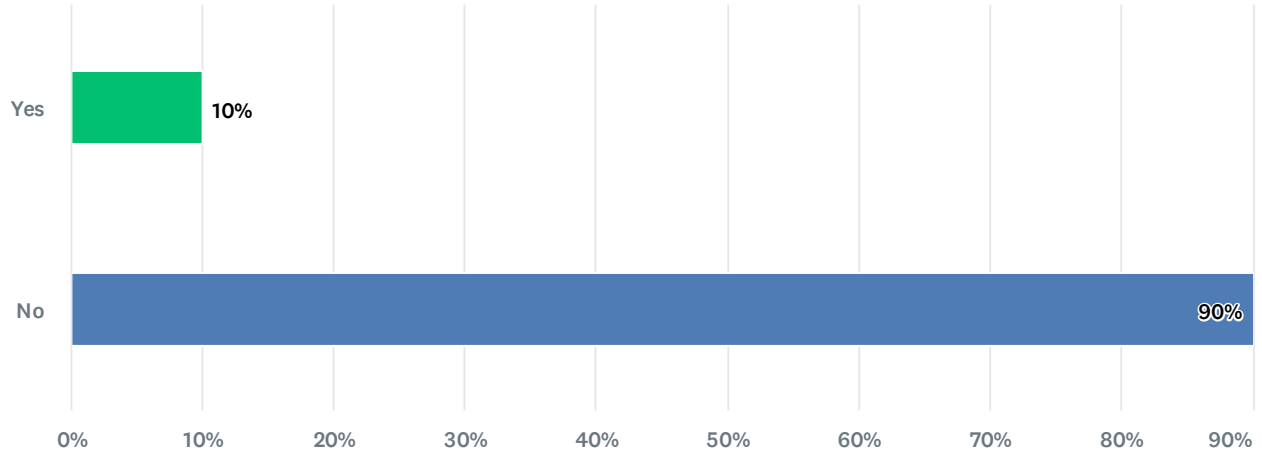
Answered: 10 Skipped: 0



| Answer Choices  | Percentage | Responses |
|---|------------|-----------|
| <span style="color: green;">●</span> Yes                                    | 30.00%     | 3         |
| <span style="color: blue;">●</span> No                                      | 60.00%     | 6         |
| <span style="color: yellow;">●</span> I don't walk or bike on the rancheria | 10.00%     | 1         |
| <b>Total</b>  |            | <b>10</b> |

## Q8 Are there sufficient sidewalks and bike lanes?

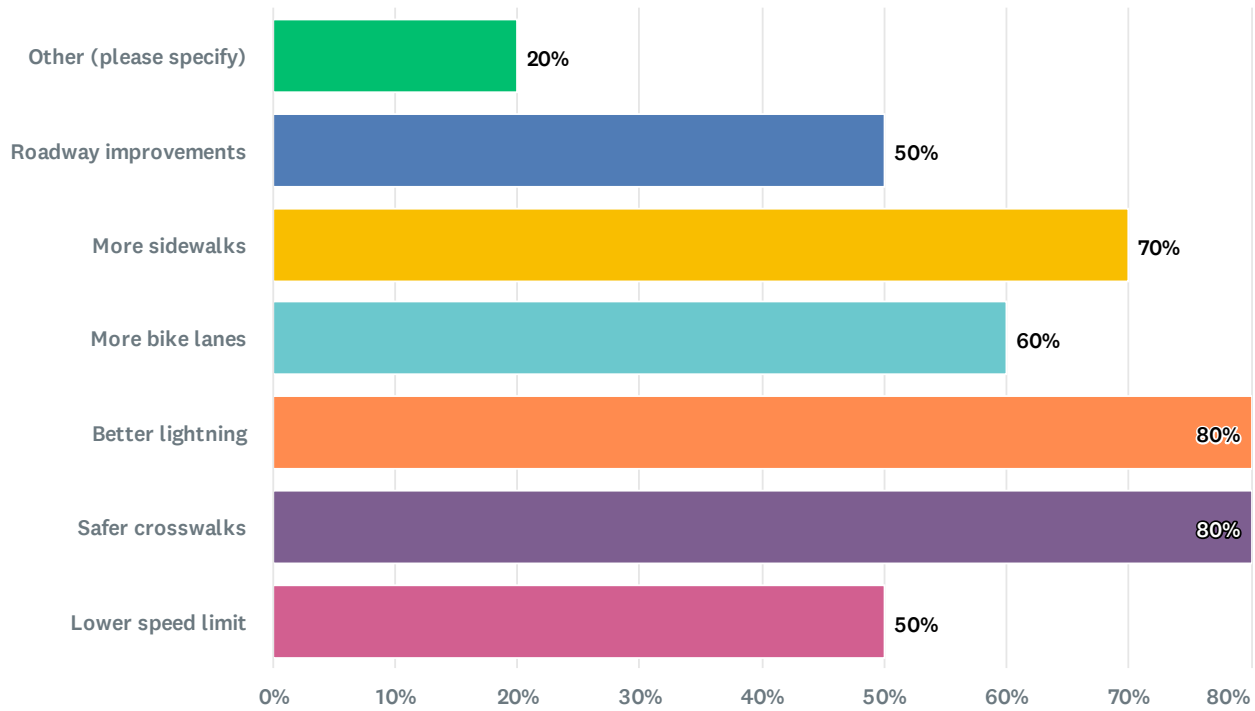
Answered: 10 Skipped: 0



| Answer Choices                           | Percentage | Responses |
|--|------------|-----------|
| <span style="color: green;">●</span> Yes | 10.00%     | 1         |
| <span style="color: blue;">●</span> No   | 90.00%     | 9         |
| <b>Total</b>                             |            | <b>10</b> |

### Q9 What improvements would make it safer for traveling throughout the rancheria? (Select all that apply)

Answered: 10 Skipped: 0



| Answer Choices           | Percentage | Responses |
|--------------------------|------------|-----------|
| ● Other (please specify) | 20.00%     | 2         |
| ● Roadway improvements   | 50.00%     | 5         |
| ● More sidewalks         | 70.00%     | 7         |
| ● More bike lanes        | 60.00%     | 6         |
| ● Better lightning       | 80.00%     | 8         |
| ● Safer crosswalks       | 80.00%     | 8         |
| ● Lower speed limit      | 50.00%     | 5         |
| <b>Total</b>             |            | <b>41</b> |

|   |   |                   |
|---|---|-------------------|
| 1 | Safer intersections   | 2/4/2026 12:45 PM |
| 2 | Safer signs for children who walk home from the bus stop and the education center | 1/29/2026 2:46 PM |

## Q10 Are there any specific locations within the rancheria that need to be addressed?

Answered: 10 Skipped: 0

| #  | RESPONSES  | DATE               |
|----|--|--------------------|
| 1  | Meadowlark lighting also on West Flicker   | 2/4/2026 4:26 PM   |
| 2  | Tunnel under highway More lighting   | 2/4/2026 4:26 PM   |
| 3  | The entrance to the reservation and the gas station  | 2/4/2026 4:26 PM   |
| 4  | Dirt roads behind casino   | 2/4/2026 4:26 PM   |
| 5  | The backroads  | 2/4/2026 2:45 PM   |
| 6  | Entrance to casino from highway and to Pomo pumps  | 2/4/2026 12:45 PM  |
| 7  | The area where you turn into Pomo Pumps, the area where you turn into the casino/residential part of the rancheria, and the stretches of the highway surrounding those entrances. Also, the non-paved roads. | 1/30/2026 1:05 PM  |
| 8  | No   | 1/30/2026 11:05 AM |
| 9  | The bus stop in front of the education center where the school bus drops off the children in the education center parking lot should be safer for the kids   | 1/29/2026 2:46 PM  |
| 10 | The entrance to the rancheria off Hwy 20 is dangerous. also, the entrance to pomo pumps is dangerous   | 1/15/2026 10:22 AM |

## Q11 Do you have any additional comments or suggestions for improving roadway safety on the rancheria?

Answered: 5 Skipped: 5

| # | RESPONSES  | DATE              |
|---|--|-------------------|
| 1 | No   | 2/4/2026 4:26 PM  |
| 2 | Lots of trespass dirt bikers on the roads                      | 2/4/2026 4:26 PM  |
| 3 | More lights like solar lights                                  | 2/4/2026 2:45 PM  |
| 4 | Crosswalk and or overpass walkway from rancheria to Pomo pumps | 2/4/2026 12:45 PM |
| 5 | There should be more parking for the tribal office             | 1/29/2026 2:46 PM |

***APPENDIX G***

**PUBLIC WORKSHOP PRESENTATION MATERIALS**



Robinson Rancheria  
Pomo Indians of California  
**Comprehensive Safety Action Plan (CSAP)  
Community Workshop**

February 4, 2026

Linscott, Law & Greenspan Engineers

# Agenda



# Today's Goals

## Introduction

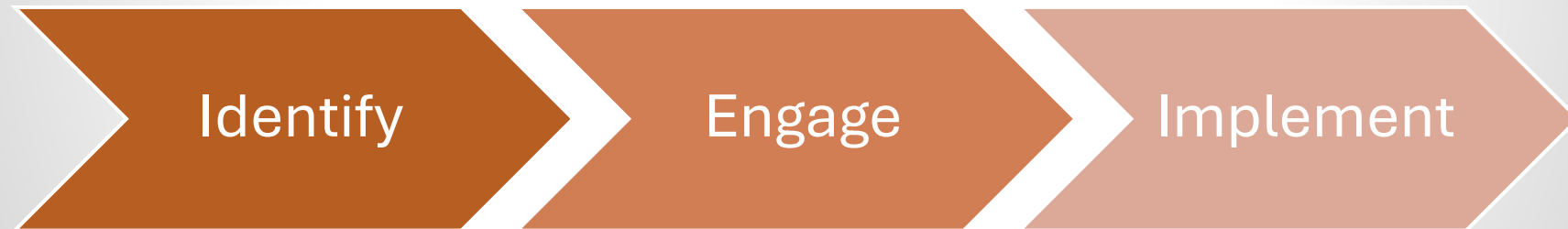
- Introduce the Comprehensive Safety Action Plan

## Collaboration

- Offer an opportunity to provide feedback

# What is a Safety Action Plan?

- A plan developed to identify, analyze, and prioritize safety related improvements within the Tribal transportation system
- Funded through USDOT Safe Streets for All (SS4A) Program



# CSAP Goals

Reduce the risk of accidents by taking a proactive, preventative approach that prioritizes traffic safety, and ultimately to eliminate these incidents by 2050.

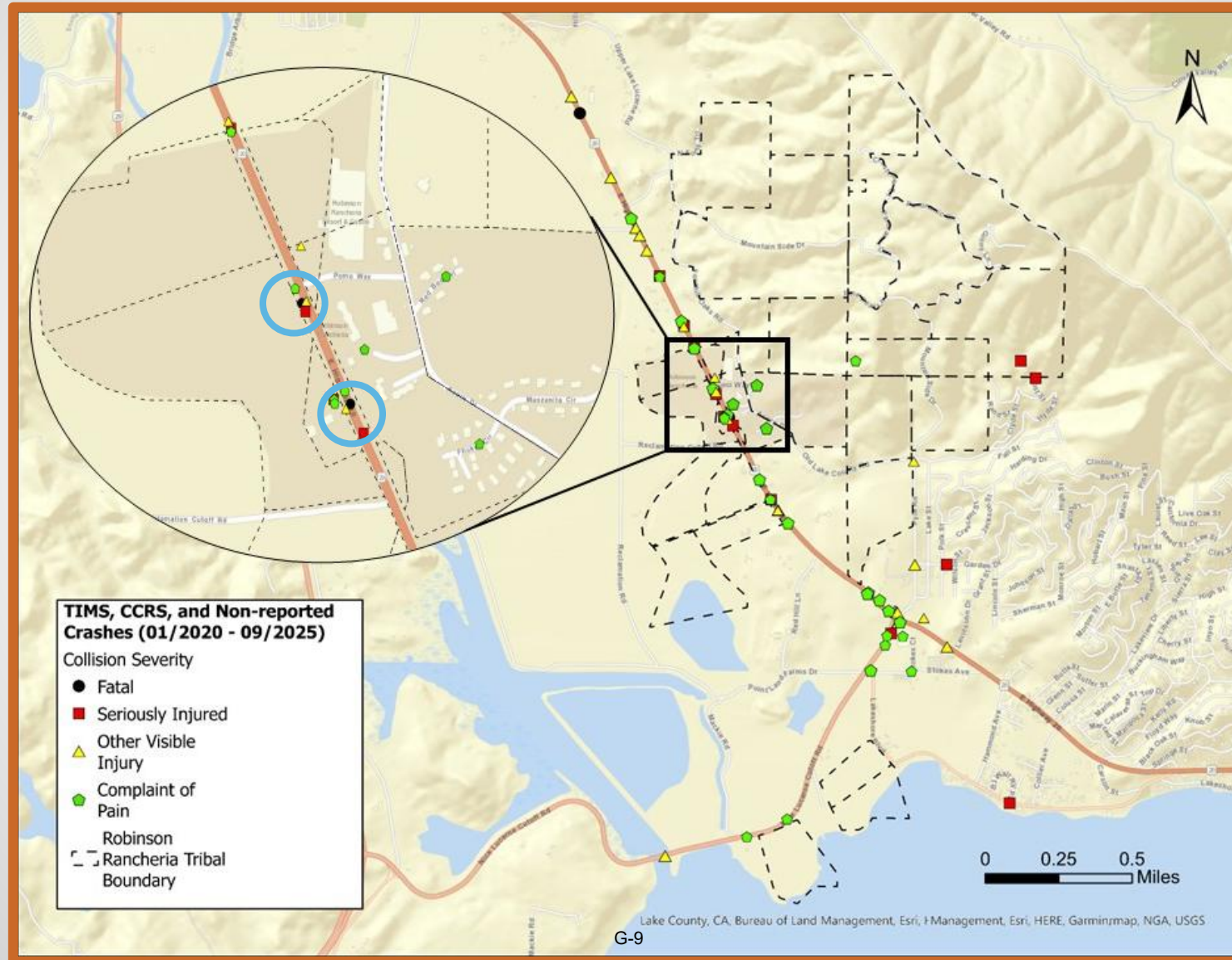
# CSAP Goals

Reduce the risk of accidents by taking a proactive, preventative approach that prioritizes traffic safety, and ultimately to eliminate these incidents by 2050.

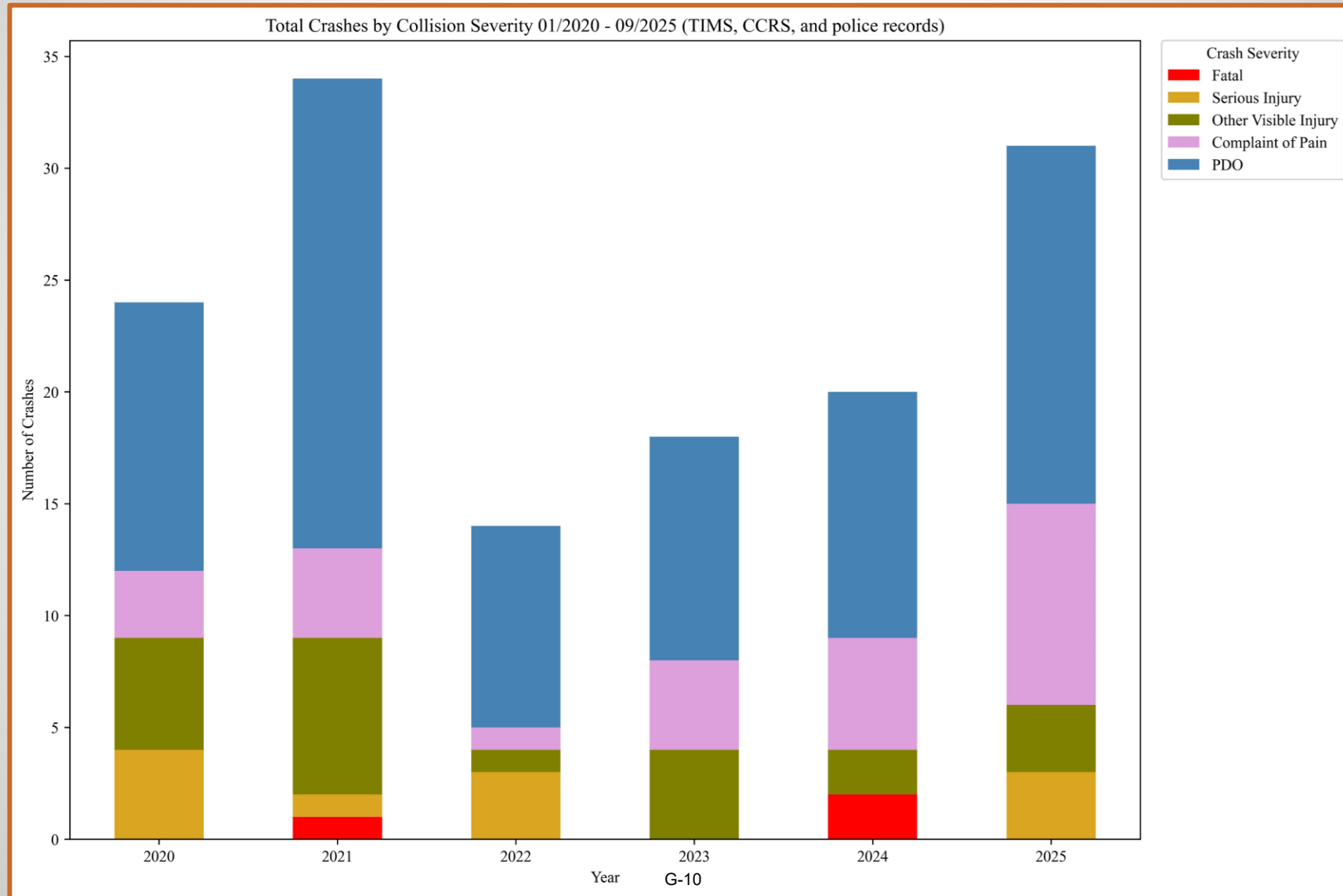


# Historical Safety Analysis

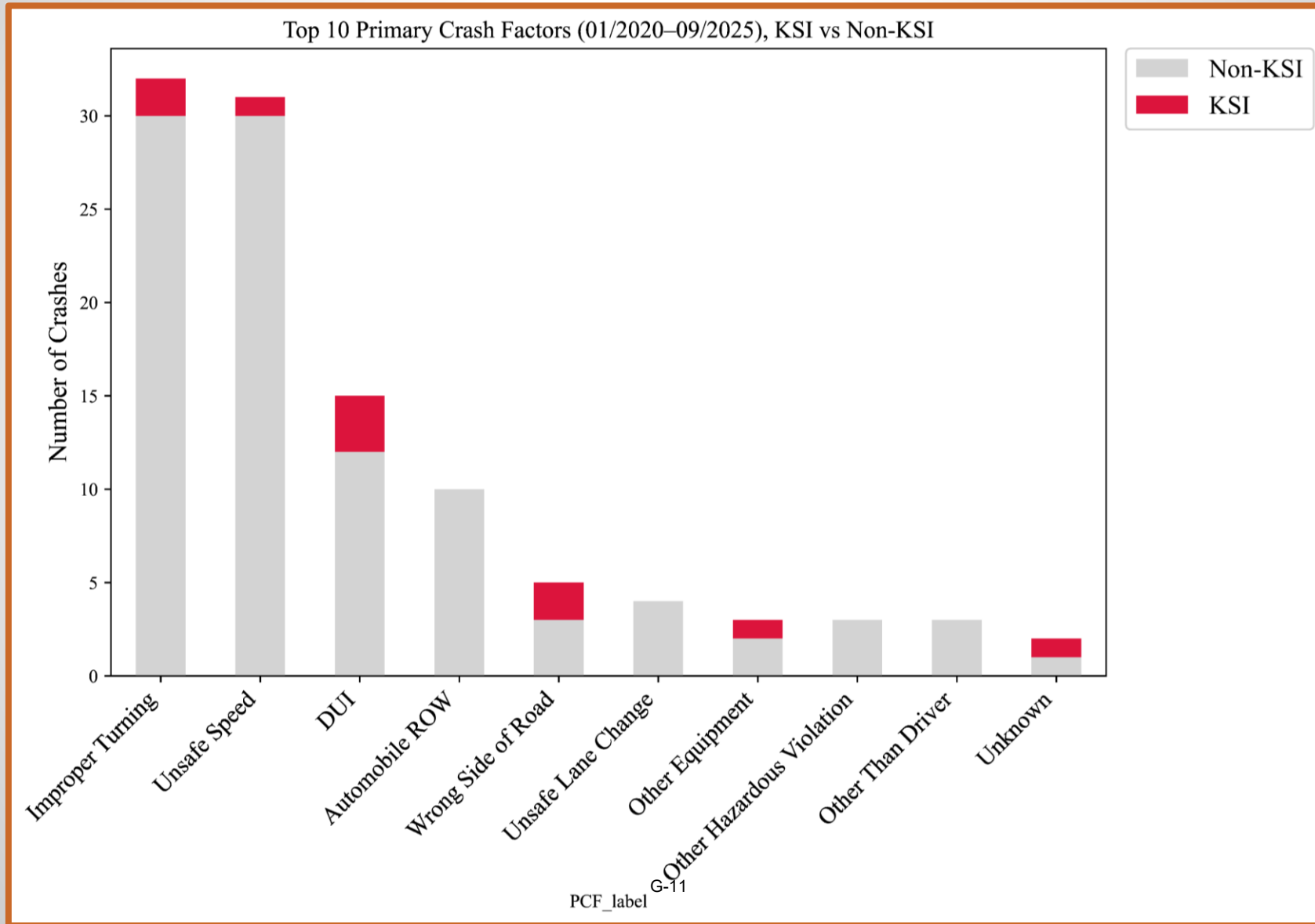
# Historical Safety Analysis



# Total Crashes by Severity



# Primary Crash Factors



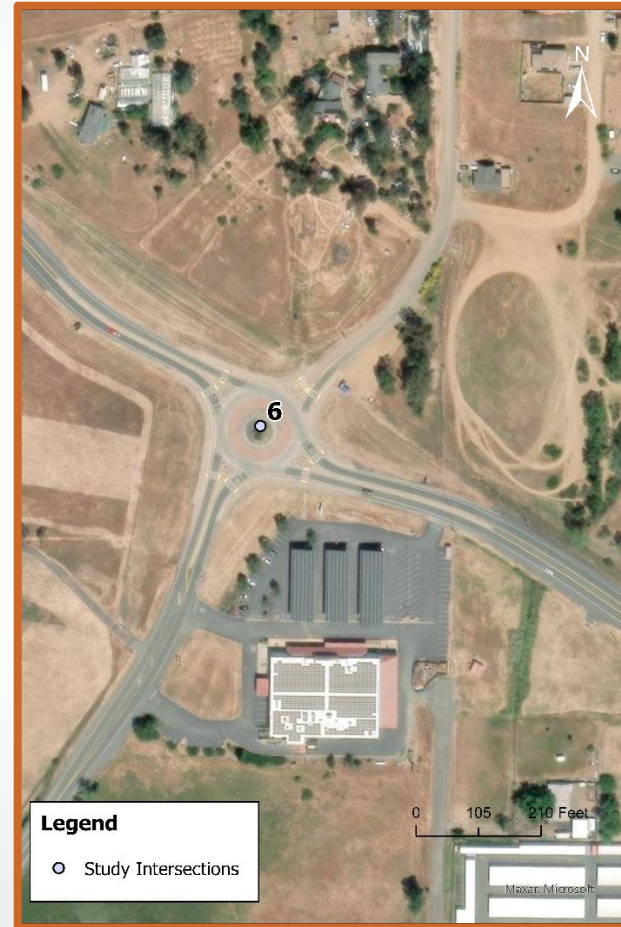
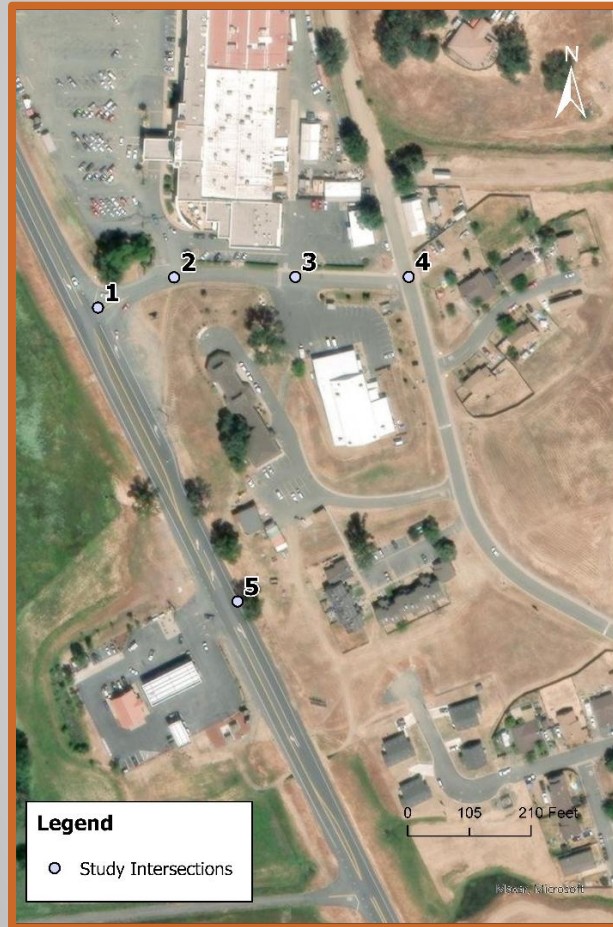
# Speed Surveys



# Speed Surveys

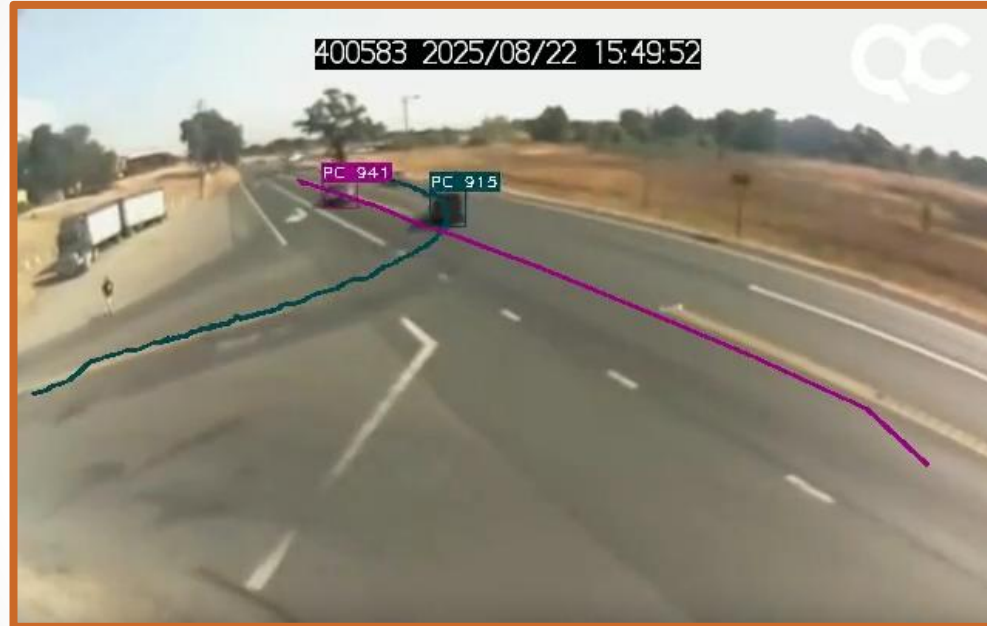


# Near-Miss Analysis



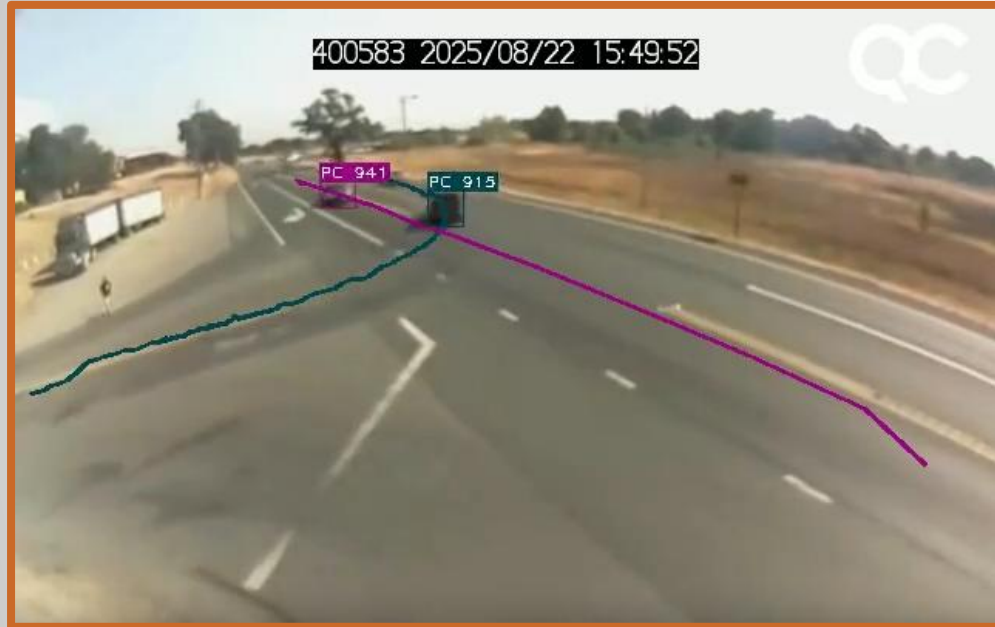
1. SR-20 at Pomo Way
2. Robinson Rancheria Casino Dwy 1 at Pomo Way
3. Robinson Rancheria Casino Dwy 2 at Pomo Way
4. Acorn Drive at Pomo Way
5. SR-20 at Pomo Pumps Dwy
6. SR-20 at Pyle Rd

# Near-Miss Analysis



1. SR-20 at Pomo Way Vehicle-to-Vehicle  
Near Miss Event (1.77 seconds)

# Near-Miss Analysis

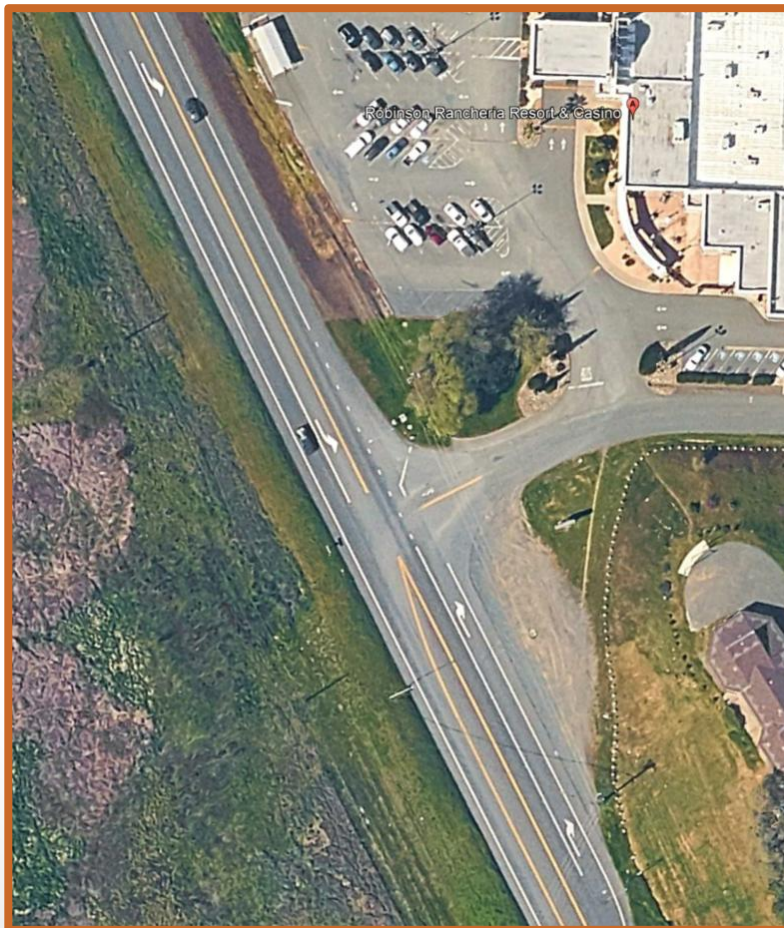


1. SR-20 at Pomo Way Vehicle-to-Vehicle Near Miss Event (1.77 seconds)

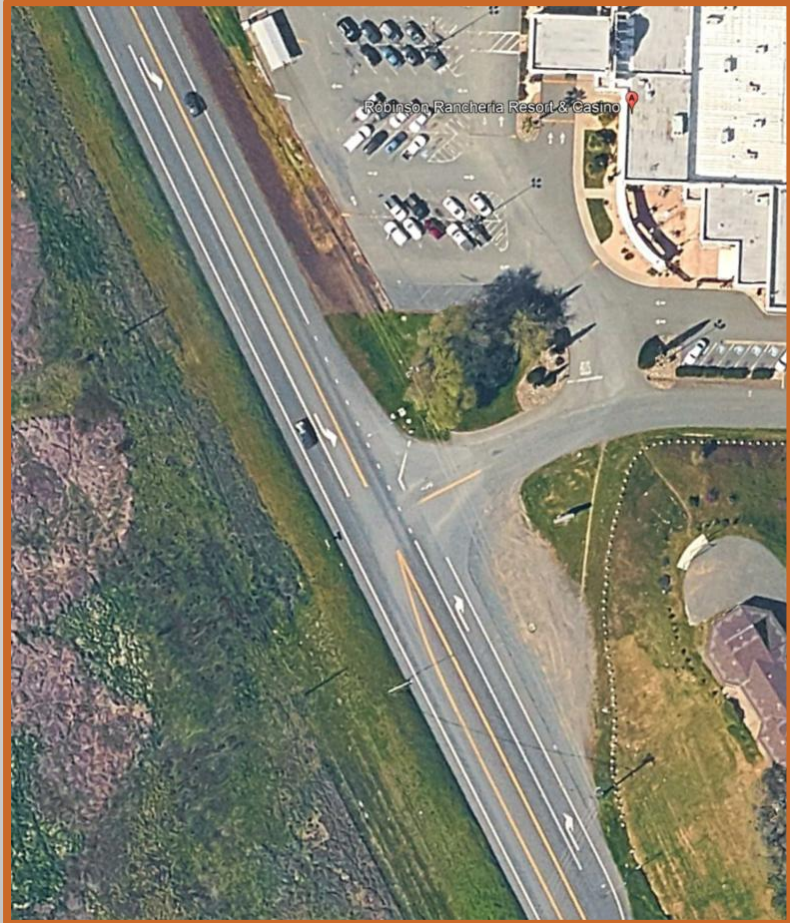


5. SR-20 at Pomo Pumps Dwy Vehicle-to-Pedestrian Near Miss Event (0.85 seconds)

# SR-20 at Pomo Way



# SR-20 at Pomo Way



# SR-20 at Pomo Pump Dwy



# Get Involved



[robinsonrancheria-sap.com](http://robinsonrancheria-sap.com)

# Get Involved

## HOW TO PARTICIPATE

Get Started

Online Comment Map

Feedback Form

Public Workshops

Contact Us

## Get Involved in the Process

We believe the best ideas come from the people who live, work, and travel in our community every day – and that includes you! Robinson Rancheria is working on the Safety Action Plan, and your input is critical to ensuring the plan reflects your real needs. There will be four ways to get involved:

1. Visit Our [Online Comment Map](#) ←
2. Complete Our [Feedback Form](#) ←
3. Attend a [Public Workshop](#) ←
4. [Contact Us](#) Directly ←

Your experiences are crucial to understanding what's working – and what's not – on our streets today. Your suggestions will help us prioritize future improvements.

Get involved today – we're excited to hear from you!

Friday,  
February 20

robinsonrancheria-sap.com

# Next Steps

## Public Outreach

- Receive feedback from responses and online map comments

## Priority Project List

- Determine priority projects and safety countermeasures

## Prepare CSAP

- Prepare Draft CSAP for comments
- Prepare Final CSAP
- Tribal Council Adoption

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# Thank you!

Q&A



Link to  
Feedback  
Form