



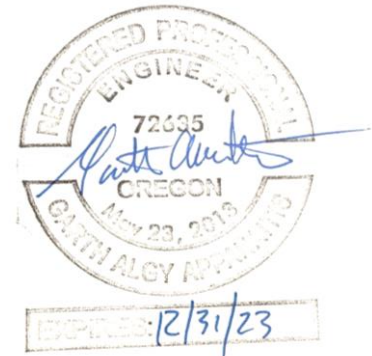
TECHNICAL MEMORANDUM

DATE: June 28, 2023

TO: Megan Fuller | Beaverton School District

FROM: Garth Appanaitis, PE | DKS Associates
 Dock Rosenthal, PE | DKS Associates
 Hallie Turk, EI | DKS Associates

SUBJECT: Beaverton High School
 Traffic Analysis



Project #21205-000

This memorandum evaluates the transportation impacts associated with the future replacement of Beaverton High School (BHS), which will be rebuilt with the bond approved by Beaverton School District voters in May 2022. The rebuilt school will not increase the previously approved enrollment capacity of 2,200 students. The scope of this traffic analysis was developed through coordination with City of Beaverton staff. The examines existing queuing conditions on SW Farmington Road between SW Erickson Avenue and SW Cedar Hills Boulevard.

FARMINGTON ROAD QUEUING

This section summarizes existing queuing on SW Farmington Road between SW Erickson Avenue and SW Cedar Hills Boulevard, at the location shown in Figure 1.

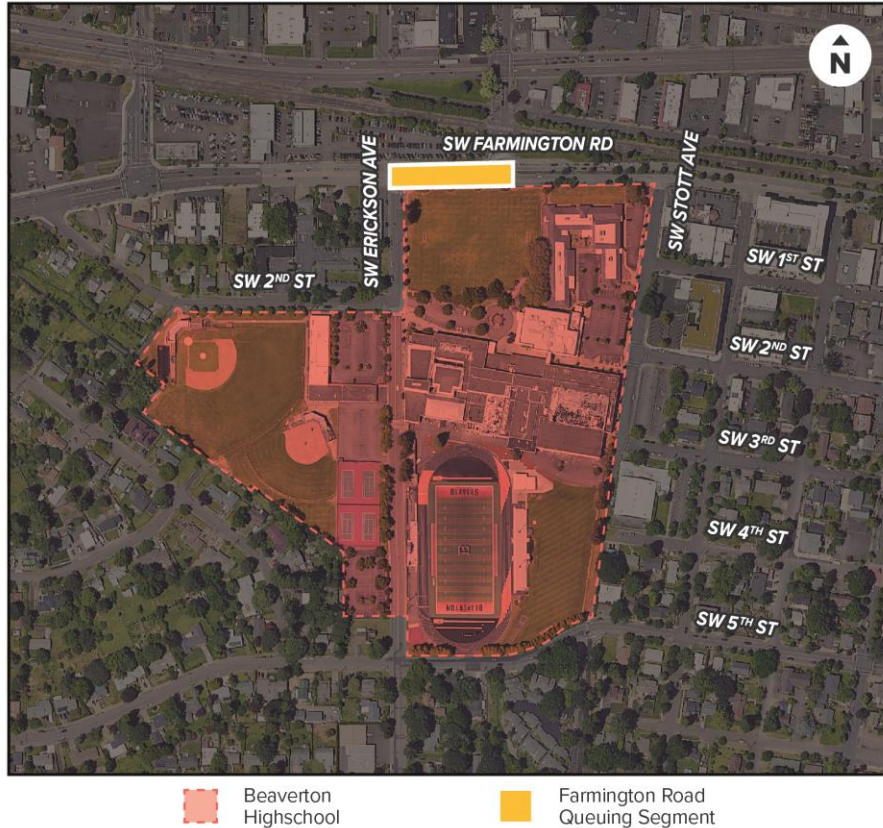


FIGURE 1. FARMINGTON ROAD QUEUING ANALYSIS SEGMENT

QUEUING OBSERVATIONS

Video recordings of the left turn storage lane were collected on Thursday, December 15, 2022 and Saturday, December 17, 2022 from 6 a.m. to 7 p.m. each day. The observations focused on both eastbound and westbound traffic use of the center turn lane.

The shared left turn lane is approximately 215 feet long. Assuming 25 feet of storage length is needed for each queued vehicle, approximately 8 total cars can fit in this lane. During peak hours, the storage length is regularly exceeded and results in a delay for through traffic.

Table 1 lists a summary of weekday left turn movement queues on Farmington Road that fill the existing storage. Vehicle queues that did not fill the existing storage were not recorded. The table indicates that approximately 30 times the vehicle queue filled the storage during the weekday. In most cases only a few vehicles were impeded and the duration lasted 20 seconds or less. This potential impact may have been due to a vehicle trying to enter the left turn lane while blocking through traffic.

Eastbound left turn vehicles (turning to Cedar Hills Boulevard) were significantly more impactful than westbound left turn vehicles. Westbound left turn traffic was only impacted during the morning peak hour. Weekend observations collected on a Saturday indicated 15 instances of blockage due to eastbound left turn queues and none related to westbound left turn queues.

TABLE 1: FARMINGTON ROAD WEEKDAY QUEUING

| TIME | EASTBOUND LEFT (TO CEDAR HILLS BLVD) | | | WESTBOUND LEFT (TO ERICKSON AVE) | | |
|----------|---|--------------------------------|---------------------------------------|-------------------------------------|--------------------------------|---------------------------------------|
| | VEHICLES IN STORAGE | THROUGH VEHICLES IMPEDED | DURATION OF IMPEDED VEHICLE (S) | VEHICLES IN STORAGE | THROUGH VEHICLES IMPEDED | DURATION OF IMPEDED VEHICLE (S) |
| 7:15 AM | 7 | 0 | 0 | 0 | 0 | 0 |
| 7:18 AM | 8 | 0 | 0 | 0 | 0 | 0 |
| 7:31 AM | 8 | 3 | 20 | 0 | 1 | 5 |
| 7:32 AM | 8 | 3 | 40 | 8 | 4 | 180 |
| 7:35 AM | 4 | 1 | 5 | | | |
| 7:36 AM | | | | 8 | 4 | 30 |
| 7:51 AM | 6 | 2 | 20 | | | |
| 7:53 AM | 8 | 2 | 10 | | | |
| 7:55 AM | 10 | 2 | 10 | | | |
| 8:37 AM | 9 | 2 | 10 | | | |
| 8:49 AM | 9 | 3 | 35 | | | |
| 9:09 AM | 8 | 1 | 5 | | | |
| 9:49 AM | 9 | 2 | 5 | | | |
| 11:10 AM | 8 | 1 | 5 | | | |
| 11:59 AM | 10 | 2 | 15 | | | |
| 12:14 PM | 9 | 1 | 5 | | | |
| 12:22 PM | 10 | 1 | 5 | | | |
| 12:30 PM | 9 | 1 | 8 | | | |
| 12:32 PM | 9 | 1 | 3 | | | |
| 1:32 PM | 8 | 1 | 2 | | | |
| 2:04 PM | 9 | 5 | 10 | | | |
| 2:32 PM | 10 | 6 | 30 | | | |
| 2:45 PM | 8 | 2 | 2 | | | |
| 3:04 PM | 7 | 2 | 5 | | | |
| 3:19 PM | 8 | 1 | 6 | | | |
| 3:50 PM | 9 | 3 | 13 | | | |
| 3:55 PM | 10 | 3 | 5 | | | |
| 4:00 PM | 9 | 4 | 5 | | | |
| 4:09 PM | 10 | 1 | 3 | | | |
| 5:47 PM | 10 | 2 | 5 | | | |

VIDEO OBSERVATIONS

The video recordings demonstrate three unique aspects of the queuing pattern on SW Farmington Road.

- Due to the correlation between each left turn's available storage length and the other's current queue, the turn lane's effectiveness decreases when the directionality of left turning vehicles conflicts.
- The center turn lane is utilized more by westbound left vehicles in the AM peak hour and eastbound left vehicles in the PM peak hour.
- When turn lane storage reaches capacity, there is a higher likelihood of risky behaviors. For example, some drivers perform unsafe left turns onto Erickson Avenue, and some queued vehicles obstruct the crosswalk. In addition, some drivers waiting to enter the storage lane and turn left eventually grow impatient and decide to go straight through the intersection instead.

Signal timing is also a factor in the queuing pattern. The westbound left turn movement from Farmington Road onto Erickson Avenue is permissive, while the eastbound left turn movement from Farmington Road onto Cedar Hills Boulevard is protected. Without a protected phase for the westbound left, a significant vehicle queue gathers in the turn lane and does not have an adequate gap to execute the turn in congested conditions with heavy eastbound through traffic. Observations showed that, in some cases, multiple cycles were needed to clear the standing queue.

CRASH HISTORY (2017-2019)

Vehicle crash data was reviewed to determine the extent that queueing on Farmington Road has contributed to crashes. Vehicle crash data was obtained from the State of Oregon crash database.

Table 2 lists the number of crashes on SW Farmington Road in the vicinity of the shared left turn lane from 2017 to 2019 by severity and crash type. This summary includes all crashes in the area and is not limited to those that may be affected by the left turn storage.

TABLE 2: FARMINGTON ROAD STORAGE LANE CRASH DATA

| CATEGORY | 2017 | 2018 | 2019 | TOTAL |
|----------------------------|----------|----------|----------|-----------|
| SEVERITY | | | | |
| PROPERTY DAMAGE ONLY (PDO) | 4 | 3 | 1 | 8 |
| POSSIBLE INJURY (C) | 3 | 4 | 1 | 8 |
| MINOR INJURY (B) | 0 | 0 | 1 | 1 |
| SERIOUS INJURY (A) | 0 | 0 | 0 | 0 |
| FATAL | 0 | 0 | 0 | 0 |
| TOTAL | 7 | 7 | 3 | 17 |
| CRASH TYPE | | | | |
| REAR END | 4 | 3 | 1 | 8 |
| TURNING | 3 | 3 | 1 | 7 |
| SIDESWIPE (OVERTAKING) | 0 | 1 | 1 | 2 |
| TOTAL | 7 | 7 | 3 | 17 |

During this time period, only one crash involved a bicycle. There were no pedestrian-involved crashes. No crashes resulted in fatal or serious injury.

Crash data was further reviewed to identify crashes that may have had the potential to be related to left turn storage conditions. This consideration was given based on crash types (e.g., rear end, sideswipe) that may be influenced by the standing queues. However, these crash types also may be due to other contextual factors, including rear-end crashes at the two closely spaced traffic signals, lane changes related to standing queue, or attempts to overtake a stopped transit vehicle.

Up to seven crashes over the three-year period may have been related to left turn storage limitations on Farmington Road. However, any and all of these crashes may have no relation to the turn storage limitations. The crash locations are shown in Figure 2.

- Five crashes were rear ends (two eastbound, three westbound). Rear ends may occur when through lanes are impeded by vehicles waiting to turn left. Rear ends also may occur when a vehicle is stopped at a red light.
- Two crashes were side swipes (one eastbound, one westbound). Side swipes may occur when vehicles traveling through the intersection attempt to pass a vehicle waiting to enter the left turn storage lane. Side swipes also may occur when pass attempts are made to get around a standing queue at a traffic signal or a stopped transit vehicle.
- Two of the seven crashes occurred during school peak hours (7:00-8:00 am and 2:00-3:00 pm).

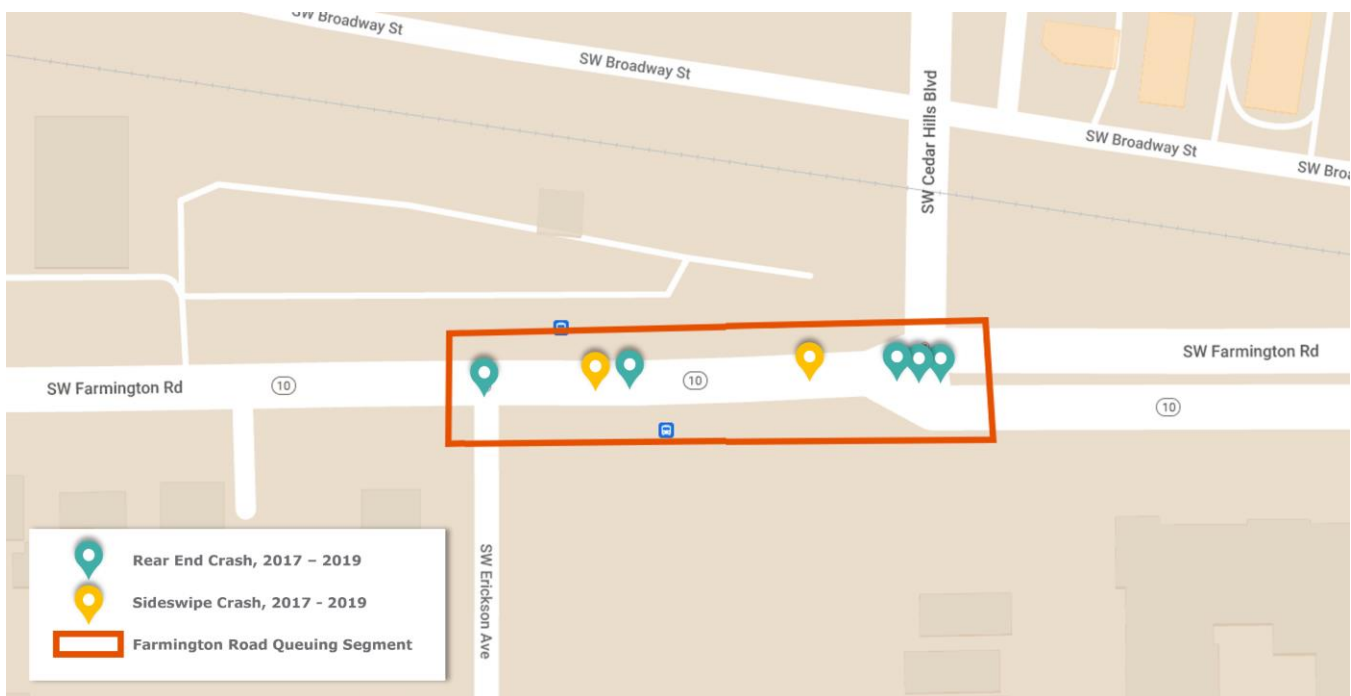


FIGURE 2. FARMINGTON ROAD CRASH LOCATIONS

MITIGATION STRATEGIES

In both peak periods, the storage length available for a particular movement is directly related to the current queue for the other left turn. By modifying the signal timing at SW Farmington Road and SW Erickson Avenue to provide the westbound left turns with a protected phase, more westbound left turns can be served. This may result in more available storage for eastbound left turns or simply serve more westbound left turns if there is significant unserved demand.

If the modification of signal timing does not result in an improvement of the available storage for the left turning vehicles, an alternative solution is the separation of the two left turning movements into separate lanes. Providing a separate left turn lane for each direction would increase the turn storage capacity but would not eliminate the occurrence of the turn lane storage filling up due to the proximity of the two traffic signals. As listed in Table 1, most blockages observed (25 of 30 or

83 percent of weekday occurrences) would not be eliminated with the addition of a second turn lane. Even if the eastbound turn lane storage was extended to accommodate additional vehicles west of Erickson Avenue (through the intersection), eastbound vehicles may try to merge into this lane between Erickson Avenue and Cedar Hills Boulevard and continue to block traffic as currently occurs. Further, adding a second turn lane would widen the crossing distance of Farmington Road, directly adjacent to a school and transit stop and would increase vulnerability of pedestrians.

Side by side left turn lanes do currently exist approximately one mile to the east at the Beaverton-Hillsdale Highway and OR 217 interchange. This present location (shown in Figure 3) supports higher left turn traffic volumes at the interchange and is not an inviting pedestrian environment.

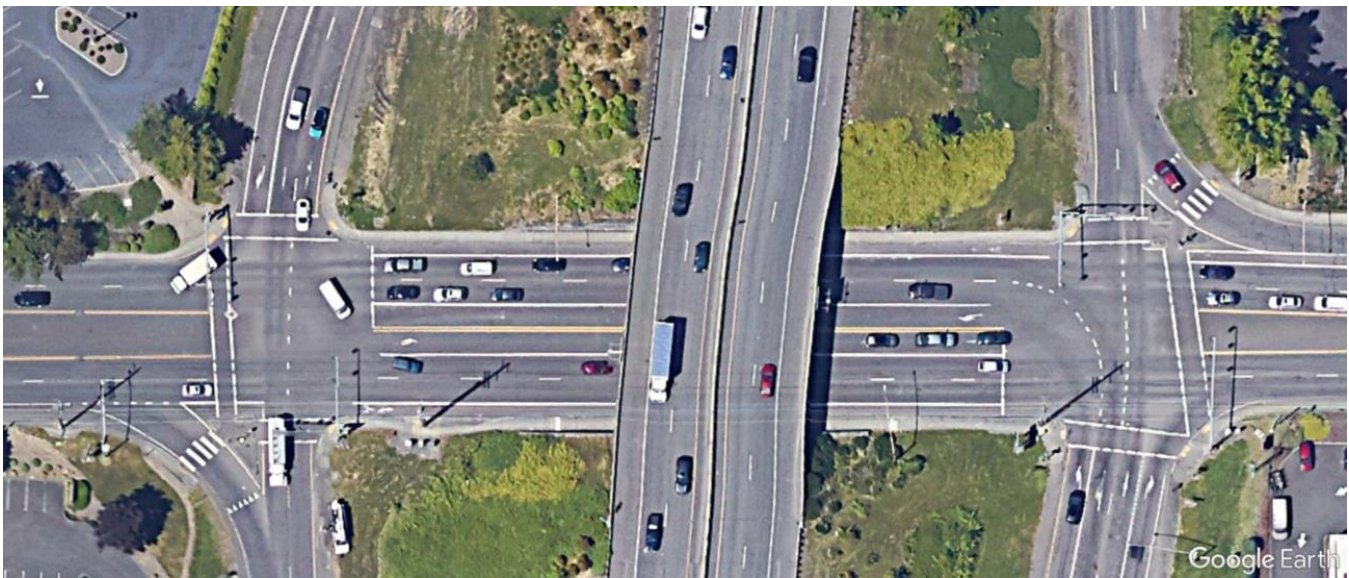


FIGURE 3. BH HWY AT OR 217 SIDE BY SIDE LEFT TURNS (IMAGE SOURCE: GOOGLE EARTH)

SUMMARY

The following section summarizes the queuing conditions on SW Farmington Road between SW Erickson Avenue and SW Cedar Hills Boulevard.

- The left turn lane on Farmington Road is shared between westbound left turning vehicles at Erickson Avenue and eastbound left turning vehicles at Cedar Hills Boulevard. The lane has a capacity of approximately 8 total vehicles.
 - During peak hours, some eastbound through vehicles are impeded by vehicles waiting to enter the left turn storage lane at Farmington Road and Cedar Hills Boulevard. There is also an increase in risky driving behaviors when the storage lane reaches capacity.

- From 2017 to 2019, up to seven crashes may have resulted from the left turn storage lane limitations on Farmington Road. Reducing the frequency of queue spillback will also reduce the conflicts between vehicles and should improve safety conditions.
 - It is recommended to adjust the signal timing at the intersection of SW Farmington Road and SW Erickson Ave to allow a westbound left turn movement protected phase. If this does not improve operations, additional treatment, such as widening the approach to include a separate westbound and eastbound left turn lane, may be considered. However, this solution would not address most periods when the eastbound queue exceeded available storage (25/30 instances listed in Table 1). Further, widening Farmington Road adjacent to a school and transit stop would increase pedestrian crossing distance and would increase vulnerability to pedestrians.

APPENDIX

CONTENTS

1. TUBE COUNTS
2. FARMINGTON ROAD QUEUES
3. CRASH DATA



720 SW WASHINGTON STREET, SUITE 500, PORTLAND, OR 97205 • 503.243.3500 • DKSASSOCIATES.COM

1. TUBE COUNTS

All Traffic Data Services

www.alltrafficdata.net

Site Code: 1

Stott Ave S of 1st St

| Start Time | 31-Dec-2 Sat | NB | SB | | | | | | | Total |
|-------------|--------------|-----------|-----------|---|---|---|---|---|---|-----------|
| 12:00 AM | | 3 | 2 | | | | | | | 5 |
| 01:00 | | 3 | 5 | | | | | | | 8 |
| 02:00 | | 2 | 1 | | | | | | | 3 |
| 03:00 | | 0 | 1 | | | | | | | 1 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 05:00 | | 2 | 0 | | | | | | | 2 |
| 06:00 | | 0 | 0 | | | | | | | 0 |
| 07:00 | | 0 | 0 | | | | | | | 0 |
| 08:00 | | 3 | 4 | | | | | | | 7 |
| 09:00 | | 4 | 13 | | | | | | | 17 |
| 10:00 | | 5 | 16 | | | | | | | 21 |
| 11:00 | | 3 | 14 | | | | | | | 17 |
| 12:00 PM | | 13 | 20 | | | | | | | 33 |
| 01:00 | | 9 | 19 | | | | | | | 28 |
| 02:00 | | 8 | 17 | | | | | | | 25 |
| 03:00 | | 6 | 16 | | | | | | | 22 |
| 04:00 | | 6 | 14 | | | | | | | 20 |
| 05:00 | | 7 | 8 | | | | | | | 15 |
| 06:00 | | 7 | 6 | | | | | | | 13 |
| 07:00 | | 3 | 7 | | | | | | | 10 |
| 08:00 | | 8 | 5 | | | | | | | 13 |
| 09:00 | | 7 | 4 | | | | | | | 11 |
| 10:00 | | 3 | 2 | | | | | | | 5 |
| 11:00 | | 5 | 3 | | | | | | | 8 |
| Total | | 107 | 177 | | | | | | | 284 |
| Percent | | 37.7% | 62.3% | | | | | | | |
| AM Peak | - | 10:00 | 10:00 | - | - | - | - | - | - | 10:00 |
| Vol. | - | 5 | 16 | - | - | - | - | - | - | 21 |
| PM Peak | - | 12:00 | 12:00 | - | - | - | - | - | - | 12:00 |
| Vol. | - | 13 | 20 | - | - | - | - | - | - | 33 |
| Grand Total | | 107 | 177 | | | | | | | 284 |
| Percent | | 37.7% | 62.3% | | | | | | | |
| ADT | | ADT 284 | AADT 284 | | | | | | | |

All Traffic Data Services

www.alltrafficdata.net

Site Code: 1

Stott Ave S of 1st St

| Start Time | 18-Jan-23 Wed | NB | SB | | | | | | | Total |
|------------|------------------|-----------|------------|---|---|---|---|---|---|------------|
| 12:00 AM | | 0 | 1 | | | | | | | 1 |
| 01:00 | | 0 | 0 | | | | | | | 0 |
| 02:00 | | 0 | 1 | | | | | | | 1 |
| 03:00 | | 0 | 1 | | | | | | | 1 |
| 04:00 | | 0 | 1 | | | | | | | 1 |
| 05:00 | | 2 | 1 | | | | | | | 3 |
| 06:00 | | 2 | 12 | | | | | | | 14 |
| 07:00 | | 32 | 123 | | | | | | | 155 |
| 08:00 | | 16 | 30 | | | | | | | 46 |
| 09:00 | | 23 | 41 | | | | | | | 64 |
| 10:00 | | 16 | 29 | | | | | | | 45 |
| 11:00 | | 8 | 18 | | | | | | | 26 |
| 12:00 PM | | 22 | 31 | | | | | | | 53 |
| 01:00 | | 17 | 31 | | | | | | | 48 |
| 02:00 | | 49 | 68 | | | | | | | 117 |
| 03:00 | | 24 | 41 | | | | | | | 65 |
| 04:00 | | 22 | 79 | | | | | | | 101 |
| 05:00 | | 29 | 72 | | | | | | | 101 |
| 06:00 | | 25 | 60 | | | | | | | 85 |
| 07:00 | | 24 | 36 | | | | | | | 60 |
| 08:00 | | 10 | 10 | | | | | | | 20 |
| 09:00 | | 6 | 21 | | | | | | | 27 |
| 10:00 | | 1 | 5 | | | | | | | 6 |
| 11:00 | | 1 | 0 | | | | | | | 1 |
| Total | | 329 | 712 | | | | | | | 1041 |
| Percent | | 31.6% | 68.4% | | | | | | | |
| AM Peak | - | 07:00 | 07:00 | - | - | - | - | - | - | 07:00 |
| Vol. | - | 32 | 123 | - | - | - | - | - | - | 155 |
| PM Peak | - | 14:00 | 16:00 | - | - | - | - | - | - | 14:00 |
| Vol. | - | 49 | 79 | - | - | - | - | - | - | 117 |

All Traffic Data Services

www.alltrafficdata.net

Site Code: 1

Stott Ave S of 1st St

| Start Time | 19-Jan-23 Thu | NB | SB | Total | | | | | |
|-------------|------------------|-----------|------------|------------|---|---|---|---|-------|
| 12:00 AM | | 0 | 0 | 0 | | | | | |
| 01:00 | | 0 | 2 | 2 | | | | | |
| 02:00 | | 0 | 2 | 2 | | | | | |
| 03:00 | | 0 | 0 | 0 | | | | | |
| 04:00 | | 0 | 1 | 1 | | | | | |
| 05:00 | | 3 | 5 | 8 | | | | | |
| 06:00 | | 3 | 24 | 27 | | | | | |
| 07:00 | | 34 | 125 | 159 | | | | | |
| 08:00 | | 7 | 27 | 34 | | | | | |
| 09:00 | | 14 | 29 | 43 | | | | | |
| 10:00 | | 12 | 25 | 37 | | | | | |
| 11:00 | | 15 | 26 | 41 | | | | | |
| 12:00 PM | | 16 | 26 | 42 | | | | | |
| 01:00 | | 21 | 17 | 38 | | | | | |
| 02:00 | | 51 | 86 | 137 | | | | | |
| 03:00 | | 25 | 74 | 99 | | | | | |
| 04:00 | | 22 | 102 | 124 | | | | | |
| 05:00 | | 24 | 165 | 189 | | | | | |
| 06:00 | | 36 | 74 | 110 | | | | | |
| 07:00 | | 21 | 18 | 39 | | | | | |
| 08:00 | | 58 | 29 | 87 | | | | | |
| 09:00 | | 5 | 11 | 16 | | | | | |
| 10:00 | | 11 | 7 | 18 | | | | | |
| 11:00 | | 2 | 1 | 3 | | | | | |
| Total | | 380 | 876 | 1256 | | | | | |
| Percent | | 30.3% | 69.7% | | | | | | |
| AM Peak | - | 07:00 | 07:00 | - | - | - | - | - | 07:00 |
| Vol. | - | 34 | 125 | - | - | - | - | - | 159 |
| PM Peak | - | 20:00 | 17:00 | - | - | - | - | - | 17:00 |
| Vol. | - | 58 | 165 | - | - | - | - | - | 189 |
| Grand Total | | 709 | 1588 | | | | | | 2297 |
| Percent | | 30.9% | 69.1% | | | | | | |
| ADT | | ADT 1,144 | AADT 1,144 | | | | | | |

All Traffic Data Services

www.alltrafficdata.net

Site Code: 2

2nd St btwn Stott and Main

| Start Time | 18-Jan-23 Wed | EB | WB | | | | | | | Total |
|------------|------------------|------------|-----------|---|---|---|---|---|---|------------|
| 12:00 AM | | 1 | 0 | | | | | | | 1 |
| 01:00 | | 0 | 0 | | | | | | | 0 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 05:00 | | 1 | 2 | | | | | | | 3 |
| 06:00 | | 2 | 6 | | | | | | | 8 |
| 07:00 | | 135 | 98 | | | | | | | 233 |
| 08:00 | | 21 | 22 | | | | | | | 43 |
| 09:00 | | 39 | 50 | | | | | | | 89 |
| 10:00 | | 16 | 12 | | | | | | | 28 |
| 11:00 | | 22 | 13 | | | | | | | 35 |
| 12:00 PM | | 25 | 21 | | | | | | | 46 |
| 01:00 | | 30 | 14 | | | | | | | 44 |
| 02:00 | | 90 | 42 | | | | | | | 132 |
| 03:00 | | 49 | 15 | | | | | | | 64 |
| 04:00 | | 58 | 22 | | | | | | | 80 |
| 05:00 | | 47 | 33 | | | | | | | 80 |
| 06:00 | | 38 | 26 | | | | | | | 64 |
| 07:00 | | 9 | 18 | | | | | | | 27 |
| 08:00 | | 3 | 10 | | | | | | | 13 |
| 09:00 | | 13 | 7 | | | | | | | 20 |
| 10:00 | | 3 | 1 | | | | | | | 4 |
| 11:00 | | 0 | 3 | | | | | | | 3 |
| Total | | 602 | 415 | | | | | | | 1017 |
| Percent | | 59.2% | 40.8% | | | | | | | |
| AM Peak | - | 07:00 | 07:00 | - | - | - | - | - | - | 07:00 |
| Vol. | - | 135 | 98 | - | - | - | - | - | - | 233 |
| PM Peak | - | 14:00 | 14:00 | - | - | - | - | - | - | 14:00 |
| Vol. | - | 90 | 42 | - | - | - | - | - | - | 132 |

All Traffic Data Services

www.alltrafficdata.net

Site Code: 2

2nd St btwn Stott and Main

| Start Time | 19-Jan-23 Thu | EB | WB | | | | | | | Total |
|-------------|------------------|------------|------------|---|---|---|---|---|---|------------|
| 12:00 AM | | 0 | 0 | | | | | | | 0 |
| 01:00 | | 1 | 1 | | | | | | | 2 |
| 02:00 | | 1 | 0 | | | | | | | 1 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 05:00 | | 4 | 7 | | | | | | | 11 |
| 06:00 | | 4 | 7 | | | | | | | 11 |
| 07:00 | | 136 | 107 | | | | | | | 243 |
| 08:00 | | 23 | 7 | | | | | | | 30 |
| 09:00 | | 11 | 35 | | | | | | | 46 |
| 10:00 | | 23 | 17 | | | | | | | 40 |
| 11:00 | | 18 | 9 | | | | | | | 27 |
| 12:00 PM | | 22 | 15 | | | | | | | 37 |
| 01:00 | | 15 | 17 | | | | | | | 32 |
| 02:00 | | 104 | 52 | | | | | | | 156 |
| 03:00 | | 64 | 18 | | | | | | | 82 |
| 04:00 | | 75 | 31 | | | | | | | 106 |
| 05:00 | | 111 | 64 | | | | | | | 175 |
| 06:00 | | 55 | 53 | | | | | | | 108 |
| 07:00 | | 22 | 17 | | | | | | | 39 |
| 08:00 | | 78 | 24 | | | | | | | 102 |
| 09:00 | | 11 | 6 | | | | | | | 17 |
| 10:00 | | 2 | 9 | | | | | | | 11 |
| 11:00 | | 1 | 3 | | | | | | | 4 |
| Total | | 781 | 499 | | | | | | | 1280 |
| Percent | | 61.0% | 39.0% | | | | | | | |
| AM Peak | - | 07:00 | 07:00 | - | - | - | - | - | - | 07:00 |
| Vol. | - | 136 | 107 | - | - | - | - | - | - | 243 |
| PM Peak | - | 17:00 | 17:00 | - | - | - | - | - | - | 17:00 |
| Vol. | - | 111 | 64 | - | - | - | - | - | - | 175 |
| Grand Total | | 1383 | 914 | | | | | | | 2297 |
| Percent | | 60.2% | 39.8% | | | | | | | |
| ADT | | ADT 1,148 | AADT 1,148 | | | | | | | |

All Traffic Data Services

www.alltrafficdata.net

Site Code: 3

3rd St btwn Stott and Main

| Start Time | 18-Jan-23 Wed | EB | WB | | | | | | | Total |
|------------|------------------|-----------|-----------|---|---|---|---|---|---|------------|
| 12:00 AM | | 0 | 0 | | | | | | | 0 |
| 01:00 | | 1 | 0 | | | | | | | 1 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 1 | 0 | | | | | | | 1 |
| 05:00 | | 0 | 1 | | | | | | | 1 |
| 06:00 | | 11 | 5 | | | | | | | 16 |
| 07:00 | | 55 | 75 | | | | | | | 130 |
| 08:00 | | 19 | 11 | | | | | | | 30 |
| 09:00 | | 54 | 21 | | | | | | | 75 |
| 10:00 | | 19 | 13 | | | | | | | 32 |
| 11:00 | | 14 | 5 | | | | | | | 19 |
| 12:00 PM | | 29 | 15 | | | | | | | 44 |
| 01:00 | | 22 | 14 | | | | | | | 36 |
| 02:00 | | 77 | 44 | | | | | | | 121 |
| 03:00 | | 24 | 10 | | | | | | | 34 |
| 04:00 | | 41 | 23 | | | | | | | 64 |
| 05:00 | | 51 | 10 | | | | | | | 61 |
| 06:00 | | 47 | 17 | | | | | | | 64 |
| 07:00 | | 36 | 19 | | | | | | | 55 |
| 08:00 | | 7 | 3 | | | | | | | 10 |
| 09:00 | | 25 | 4 | | | | | | | 29 |
| 10:00 | | 3 | 0 | | | | | | | 3 |
| 11:00 | | 1 | 0 | | | | | | | 1 |
| Total | | 537 | 290 | | | | | | | 827 |
| Percent | | 64.9% | 35.1% | | | | | | | |
| AM Peak | - | 07:00 | 07:00 | - | - | - | - | - | - | 07:00 |
| Vol. | - | 55 | 75 | - | - | - | - | - | - | 130 |
| PM Peak | - | 14:00 | 14:00 | - | - | - | - | - | - | 14:00 |
| Vol. | - | 77 | 44 | - | - | - | - | - | - | 121 |

All Traffic Data Services

www.alltrafficdata.net

Site Code: 4

Main South of 1st St

| Start Time | 31-Dec-2 Sat | NB | SB | | | | | | | Total |
|-------------|--------------|-----------|-----------|---|---|---|---|---|---|-----------|
| 12:00 AM | | 6 | 3 | | | | | | | 9 |
| 01:00 | | 4 | 5 | | | | | | | 9 |
| 02:00 | | 4 | 1 | | | | | | | 5 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 1 | 2 | | | | | | | 3 |
| 05:00 | | 1 | 1 | | | | | | | 2 |
| 06:00 | | 3 | 0 | | | | | | | 3 |
| 07:00 | | 5 | 0 | | | | | | | 5 |
| 08:00 | | 11 | 8 | | | | | | | 19 |
| 09:00 | | 11 | 10 | | | | | | | 21 |
| 10:00 | | 18 | 20 | | | | | | | 38 |
| 11:00 | | 37 | 26 | | | | | | | 63 |
| 12:00 PM | | 29 | 37 | | | | | | | 66 |
| 01:00 | | 39 | 37 | | | | | | | 76 |
| 02:00 | | 27 | 39 | | | | | | | 66 |
| 03:00 | | 32 | 27 | | | | | | | 59 |
| 04:00 | | 26 | 34 | | | | | | | 60 |
| 05:00 | | 30 | 45 | | | | | | | 75 |
| 06:00 | | 24 | 33 | | | | | | | 57 |
| 07:00 | | 21 | 20 | | | | | | | 41 |
| 08:00 | | 19 | 19 | | | | | | | 38 |
| 09:00 | | 15 | 12 | | | | | | | 27 |
| 10:00 | | 10 | 8 | | | | | | | 18 |
| 11:00 | | 9 | 7 | | | | | | | 16 |
| Total | | 382 | 394 | | | | | | | 776 |
| Percent | | 49.2% | 50.8% | | | | | | | |
| AM Peak | - | 11:00 | 11:00 | - | - | - | - | - | - | 11:00 |
| Vol. | - | 37 | 26 | - | - | - | - | - | - | 63 |
| PM Peak | - | 13:00 | 17:00 | - | - | - | - | - | - | 13:00 |
| Vol. | - | 39 | 45 | - | - | - | - | - | - | 76 |
| Grand Total | | 382 | 394 | | | | | | | 776 |
| Percent | | 49.2% | 50.8% | | | | | | | |
| ADT | | ADT 776 | AADT 776 | | | | | | | |

All Traffic Data Services

www.alltrafficdata.net

Site Code: 4

Main South of 1st St

| Start Time | 18-Jan-23 Wed | NB | SB | | | | | | | Total |
|------------|------------------|-----------|-----------|---|---|---|---|---|---|------------|
| 12:00 AM | | 1 | 0 | | | | | | | 1 |
| 01:00 | | 0 | 1 | | | | | | | 1 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 2 | | | | | | | 2 |
| 04:00 | | 0 | 3 | | | | | | | 3 |
| 05:00 | | 3 | 9 | | | | | | | 12 |
| 06:00 | | 7 | 3 | | | | | | | 10 |
| 07:00 | | 53 | 38 | | | | | | | 91 |
| 08:00 | | 24 | 30 | | | | | | | 54 |
| 09:00 | | 32 | 39 | | | | | | | 71 |
| 10:00 | | 28 | 40 | | | | | | | 68 |
| 11:00 | | 35 | 38 | | | | | | | 73 |
| 12:00 PM | | 46 | 56 | | | | | | | 102 |
| 01:00 | | 35 | 46 | | | | | | | 81 |
| 02:00 | | 60 | 85 | | | | | | | 145 |
| 03:00 | | 43 | 52 | | | | | | | 95 |
| 04:00 | | 47 | 48 | | | | | | | 95 |
| 05:00 | | 72 | 64 | | | | | | | 136 |
| 06:00 | | 70 | 84 | | | | | | | 154 |
| 07:00 | | 37 | 58 | | | | | | | 95 |
| 08:00 | | 30 | 37 | | | | | | | 67 |
| 09:00 | | 17 | 48 | | | | | | | 65 |
| 10:00 | | 2 | 10 | | | | | | | 12 |
| 11:00 | | 5 | 4 | | | | | | | 9 |
| Total | | 647 | 795 | | | | | | | 1442 |
| Percent | | 44.9% | 55.1% | | | | | | | |
| AM Peak | - | 07:00 | 10:00 | - | - | - | - | - | - | 07:00 |
| Vol. | - | 53 | 40 | - | - | - | - | - | - | 91 |
| PM Peak | - | 17:00 | 14:00 | - | - | - | - | - | - | 18:00 |
| Vol. | - | 72 | 85 | - | - | - | - | - | - | 154 |

All Traffic Data Services

www.alltrafficdata.net

Site Code: 4

Main South of 1st St

| Start Time | 19-Jan-23 Thu | NB | SB | | | | | | | Total |
|-------------|------------------|------------|------------|---|---|---|---|---|---|------------|
| 12:00 AM | | 2 | 3 | | | | | | | 5 |
| 01:00 | | 1 | 1 | | | | | | | 2 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 1 | | | | | | | 1 |
| 04:00 | | 0 | 5 | | | | | | | 5 |
| 05:00 | | 4 | 11 | | | | | | | 15 |
| 06:00 | | 9 | 5 | | | | | | | 14 |
| 07:00 | | 46 | 46 | | | | | | | 92 |
| 08:00 | | 29 | 35 | | | | | | | 64 |
| 09:00 | | 40 | 43 | | | | | | | 83 |
| 10:00 | | 41 | 31 | | | | | | | 72 |
| 11:00 | | 35 | 58 | | | | | | | 93 |
| 12:00 PM | | 52 | 45 | | | | | | | 97 |
| 01:00 | | 46 | 40 | | | | | | | 86 |
| 02:00 | | 79 | 79 | | | | | | | 158 |
| 03:00 | | 70 | 53 | | | | | | | 123 |
| 04:00 | | 73 | 90 | | | | | | | 163 |
| 05:00 | | 107 | 109 | | | | | | | 216 |
| 06:00 | | 77 | 80 | | | | | | | 157 |
| 07:00 | | 35 | 70 | | | | | | | 105 |
| 08:00 | | 31 | 76 | | | | | | | 107 |
| 09:00 | | 19 | 27 | | | | | | | 46 |
| 10:00 | | 14 | 14 | | | | | | | 28 |
| 11:00 | | 4 | 6 | | | | | | | 10 |
| Total | | 814 | 928 | | | | | | | 1742 |
| Percent | | 46.7% | 53.3% | | | | | | | |
| AM Peak | - | 07:00 | 11:00 | - | - | - | - | - | - | 11:00 |
| Vol. | - | 46 | 58 | - | - | - | - | - | - | 93 |
| PM Peak | - | 17:00 | 17:00 | - | - | - | - | - | - | 17:00 |
| Vol. | - | 107 | 109 | - | - | - | - | - | - | 216 |
| Grand Total | | 1461 | 1723 | | | | | | | 3184 |
| Percent | | 45.9% | 54.1% | | | | | | | |
| ADT | | ADT 1,591 | AADT 1,591 | | | | | | | |

All Traffic Data Services

www.alltrafficdata.net

Site Code: 1

Stott Ave S of 1st St

| Start Time | 18-Jan-23 Wed | NB | SB | | | | | | | Total |
|------------|------------------|-----------|------------|---|---|---|---|---|---|------------|
| 12:00 AM | | 0 | 1 | | | | | | | 1 |
| 01:00 | | 0 | 0 | | | | | | | 0 |
| 02:00 | | 0 | 1 | | | | | | | 1 |
| 03:00 | | 0 | 1 | | | | | | | 1 |
| 04:00 | | 0 | 1 | | | | | | | 1 |
| 05:00 | | 2 | 1 | | | | | | | 3 |
| 06:00 | | 2 | 12 | | | | | | | 14 |
| 07:00 | | 32 | 123 | | | | | | | 155 |
| 08:00 | | 16 | 30 | | | | | | | 46 |
| 09:00 | | 23 | 41 | | | | | | | 64 |
| 10:00 | | 16 | 29 | | | | | | | 45 |
| 11:00 | | 8 | 18 | | | | | | | 26 |
| 12:00 PM | | 22 | 31 | | | | | | | 53 |
| 01:00 | | 17 | 31 | | | | | | | 48 |
| 02:00 | | 49 | 68 | | | | | | | 117 |
| 03:00 | | 24 | 41 | | | | | | | 65 |
| 04:00 | | 22 | 79 | | | | | | | 101 |
| 05:00 | | 29 | 72 | | | | | | | 101 |
| 06:00 | | 25 | 60 | | | | | | | 85 |
| 07:00 | | 24 | 36 | | | | | | | 60 |
| 08:00 | | 10 | 10 | | | | | | | 20 |
| 09:00 | | 6 | 21 | | | | | | | 27 |
| 10:00 | | 1 | 5 | | | | | | | 6 |
| 11:00 | | 1 | 0 | | | | | | | 1 |
| Total | | 329 | 712 | | | | | | | 1041 |
| Percent | | 31.6% | 68.4% | | | | | | | |
| AM Peak | - | 07:00 | 07:00 | - | - | - | - | - | - | 07:00 |
| Vol. | - | 32 | 123 | - | - | - | - | - | - | 155 |
| PM Peak | - | 14:00 | 16:00 | - | - | - | - | - | - | 14:00 |
| Vol. | - | 49 | 79 | - | - | - | - | - | - | 117 |

All Traffic Data Services

www.alltrafficdata.net

Site Code: 1

Stott Ave S of 1st St

| Start Time | 19-Jan-23 Thu | NB | SB | | | | | | | Total |
|-------------|------------------|-----------|------------|---|---|---|---|---|---|------------|
| 12:00 AM | | 0 | 0 | | | | | | | 0 |
| 01:00 | | 0 | 2 | | | | | | | 2 |
| 02:00 | | 0 | 2 | | | | | | | 2 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | 1 | | | | | | | 1 |
| 05:00 | | 3 | 5 | | | | | | | 8 |
| 06:00 | | 3 | 24 | | | | | | | 27 |
| 07:00 | | 34 | 125 | | | | | | | 159 |
| 08:00 | | 7 | 27 | | | | | | | 34 |
| 09:00 | | 14 | 29 | | | | | | | 43 |
| 10:00 | | 12 | 25 | | | | | | | 37 |
| 11:00 | | 15 | 26 | | | | | | | 41 |
| 12:00 PM | | 16 | 26 | | | | | | | 42 |
| 01:00 | | 21 | 17 | | | | | | | 38 |
| 02:00 | | 51 | 86 | | | | | | | 137 |
| 03:00 | | 25 | 74 | | | | | | | 99 |
| 04:00 | | 22 | 102 | | | | | | | 124 |
| 05:00 | | 24 | 165 | | | | | | | 189 |
| 06:00 | | 36 | 74 | | | | | | | 110 |
| 07:00 | | 21 | 18 | | | | | | | 39 |
| 08:00 | | 58 | 29 | | | | | | | 87 |
| 09:00 | | 5 | 11 | | | | | | | 16 |
| 10:00 | | 11 | 7 | | | | | | | 18 |
| 11:00 | | 2 | 1 | | | | | | | 3 |
| Total | | 380 | 876 | | | | | | | 1256 |
| Percent | | 30.3% | 69.7% | | | | | | | |
| AM Peak | - | 07:00 | 07:00 | - | - | - | - | - | - | 07:00 |
| Vol. | - | 34 | 125 | - | - | - | - | - | - | 159 |
| PM Peak | - | 20:00 | 17:00 | - | - | - | - | - | - | 17:00 |
| Vol. | - | 58 | 165 | - | - | - | - | - | - | 189 |
| Grand Total | | 709 | 1588 | | | | | | | 2297 |
| Percent | | 30.9% | 69.1% | | | | | | | |
| ADT | | ADT 1,144 | AADT 1,144 | | | | | | | |

All Traffic Data Services

www.alltrafficdata.net

Site Code: 2

2nd St btwn Stott and Main

| Start Time | 18-Jan-23 Wed | EB | WB | | | | | | | Total |
|------------|------------------|------------|-----------|---|---|---|---|---|---|------------|
| 12:00 AM | | 1 | 0 | | | | | | | 1 |
| 01:00 | | 0 | 0 | | | | | | | 0 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 05:00 | | 1 | 2 | | | | | | | 3 |
| 06:00 | | 2 | 6 | | | | | | | 8 |
| 07:00 | | 135 | 98 | | | | | | | 233 |
| 08:00 | | 21 | 22 | | | | | | | 43 |
| 09:00 | | 39 | 50 | | | | | | | 89 |
| 10:00 | | 16 | 12 | | | | | | | 28 |
| 11:00 | | 22 | 13 | | | | | | | 35 |
| 12:00 PM | | 25 | 21 | | | | | | | 46 |
| 01:00 | | 30 | 14 | | | | | | | 44 |
| 02:00 | | 90 | 42 | | | | | | | 132 |
| 03:00 | | 49 | 15 | | | | | | | 64 |
| 04:00 | | 58 | 22 | | | | | | | 80 |
| 05:00 | | 47 | 33 | | | | | | | 80 |
| 06:00 | | 38 | 26 | | | | | | | 64 |
| 07:00 | | 9 | 18 | | | | | | | 27 |
| 08:00 | | 3 | 10 | | | | | | | 13 |
| 09:00 | | 13 | 7 | | | | | | | 20 |
| 10:00 | | 3 | 1 | | | | | | | 4 |
| 11:00 | | 0 | 3 | | | | | | | 3 |
| Total | | 602 | 415 | | | | | | | 1017 |
| Percent | | 59.2% | 40.8% | | | | | | | |
| AM Peak | - | 07:00 | 07:00 | - | - | - | - | - | - | 07:00 |
| Vol. | - | 135 | 98 | - | - | - | - | - | - | 233 |
| PM Peak | - | 14:00 | 14:00 | - | - | - | - | - | - | 14:00 |
| Vol. | - | 90 | 42 | - | - | - | - | - | - | 132 |

All Traffic Data Services

www.alltrafficdata.net

Site Code: 2

2nd St btwn Stott and Main

| Start Time | 19-Jan-23 Thu | EB | WB | | | | | | | Total |
|-------------|------------------|------------|------------|---|---|---|---|---|---|------------|
| 12:00 AM | | 0 | 0 | | | | | | | 0 |
| 01:00 | | 1 | 1 | | | | | | | 2 |
| 02:00 | | 1 | 0 | | | | | | | 1 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 05:00 | | 4 | 7 | | | | | | | 11 |
| 06:00 | | 4 | 7 | | | | | | | 11 |
| 07:00 | | 136 | 107 | | | | | | | 243 |
| 08:00 | | 23 | 7 | | | | | | | 30 |
| 09:00 | | 11 | 35 | | | | | | | 46 |
| 10:00 | | 23 | 17 | | | | | | | 40 |
| 11:00 | | 18 | 9 | | | | | | | 27 |
| 12:00 PM | | 22 | 15 | | | | | | | 37 |
| 01:00 | | 15 | 17 | | | | | | | 32 |
| 02:00 | | 104 | 52 | | | | | | | 156 |
| 03:00 | | 64 | 18 | | | | | | | 82 |
| 04:00 | | 75 | 31 | | | | | | | 106 |
| 05:00 | | 111 | 64 | | | | | | | 175 |
| 06:00 | | 55 | 53 | | | | | | | 108 |
| 07:00 | | 22 | 17 | | | | | | | 39 |
| 08:00 | | 78 | 24 | | | | | | | 102 |
| 09:00 | | 11 | 6 | | | | | | | 17 |
| 10:00 | | 2 | 9 | | | | | | | 11 |
| 11:00 | | 1 | 3 | | | | | | | 4 |
| Total | | 781 | 499 | | | | | | | 1280 |
| Percent | | 61.0% | 39.0% | | | | | | | |
| AM Peak | - | 07:00 | 07:00 | - | - | - | - | - | - | 07:00 |
| Vol. | - | 136 | 107 | - | - | - | - | - | - | 243 |
| PM Peak | - | 17:00 | 17:00 | - | - | - | - | - | - | 17:00 |
| Vol. | - | 111 | 64 | - | - | - | - | - | - | 175 |
| Grand Total | | 1383 | 914 | | | | | | | 2297 |
| Percent | | 60.2% | 39.8% | | | | | | | |
| ADT | | ADT 1,148 | AADT 1,148 | | | | | | | |

All Traffic Data Services

www.alltrafficdata.net

Site Code: 3

3rd St btwn Stott and Main

| Start Time | 18-Jan-23 Wed | EB | WB | | | | | | | Total |
|------------|------------------|-----------|-----------|---|---|---|---|---|---|------------|
| 12:00 AM | | 0 | 0 | | | | | | | 0 |
| 01:00 | | 1 | 0 | | | | | | | 1 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 1 | 0 | | | | | | | 1 |
| 05:00 | | 0 | 1 | | | | | | | 1 |
| 06:00 | | 11 | 5 | | | | | | | 16 |
| 07:00 | | 55 | 75 | | | | | | | 130 |
| 08:00 | | 19 | 11 | | | | | | | 30 |
| 09:00 | | 54 | 21 | | | | | | | 75 |
| 10:00 | | 19 | 13 | | | | | | | 32 |
| 11:00 | | 14 | 5 | | | | | | | 19 |
| 12:00 PM | | 29 | 15 | | | | | | | 44 |
| 01:00 | | 22 | 14 | | | | | | | 36 |
| 02:00 | | 77 | 44 | | | | | | | 121 |
| 03:00 | | 24 | 10 | | | | | | | 34 |
| 04:00 | | 41 | 23 | | | | | | | 64 |
| 05:00 | | 51 | 10 | | | | | | | 61 |
| 06:00 | | 47 | 17 | | | | | | | 64 |
| 07:00 | | 36 | 19 | | | | | | | 55 |
| 08:00 | | 7 | 3 | | | | | | | 10 |
| 09:00 | | 25 | 4 | | | | | | | 29 |
| 10:00 | | 3 | 0 | | | | | | | 3 |
| 11:00 | | 1 | 0 | | | | | | | 1 |
| Total | | 537 | 290 | | | | | | | 827 |
| Percent | | 64.9% | 35.1% | | | | | | | |
| AM Peak | - | 07:00 | 07:00 | - | - | - | - | - | - | 07:00 |
| Vol. | - | 55 | 75 | - | - | - | - | - | - | 130 |
| PM Peak | - | 14:00 | 14:00 | - | - | - | - | - | - | 14:00 |
| Vol. | - | 77 | 44 | - | - | - | - | - | - | 121 |

All Traffic Data Services

www.alltrafficdata.net

Site Code: 4

Main South of 1st St

| Start Time | 18-Jan-23 Wed | NB | SB | | | | | | | Total |
|------------|------------------|-----------|-----------|---|---|---|---|---|---|------------|
| 12:00 AM | | 1 | 0 | | | | | | | 1 |
| 01:00 | | 0 | 1 | | | | | | | 1 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 2 | | | | | | | 2 |
| 04:00 | | 0 | 3 | | | | | | | 3 |
| 05:00 | | 3 | 9 | | | | | | | 12 |
| 06:00 | | 7 | 3 | | | | | | | 10 |
| 07:00 | | 53 | 38 | | | | | | | 91 |
| 08:00 | | 24 | 30 | | | | | | | 54 |
| 09:00 | | 32 | 39 | | | | | | | 71 |
| 10:00 | | 28 | 40 | | | | | | | 68 |
| 11:00 | | 35 | 38 | | | | | | | 73 |
| 12:00 PM | | 46 | 56 | | | | | | | 102 |
| 01:00 | | 35 | 46 | | | | | | | 81 |
| 02:00 | | 60 | 85 | | | | | | | 145 |
| 03:00 | | 43 | 52 | | | | | | | 95 |
| 04:00 | | 47 | 48 | | | | | | | 95 |
| 05:00 | | 72 | 64 | | | | | | | 136 |
| 06:00 | | 70 | 84 | | | | | | | 154 |
| 07:00 | | 37 | 58 | | | | | | | 95 |
| 08:00 | | 30 | 37 | | | | | | | 67 |
| 09:00 | | 17 | 48 | | | | | | | 65 |
| 10:00 | | 2 | 10 | | | | | | | 12 |
| 11:00 | | 5 | 4 | | | | | | | 9 |
| Total | | 647 | 795 | | | | | | | 1442 |
| Percent | | 44.9% | 55.1% | | | | | | | |
| AM Peak | - | 07:00 | 10:00 | - | - | - | - | - | - | 07:00 |
| Vol. | - | 53 | 40 | - | - | - | - | - | - | 91 |
| PM Peak | - | 17:00 | 14:00 | - | - | - | - | - | - | 18:00 |
| Vol. | - | 72 | 85 | - | - | - | - | - | - | 154 |

All Traffic Data Services

www.alltrafficdata.net

Site Code: 4

Main South of 1st St

| Start Time | 19-Jan-23 Thu | NB | SB | | | | | | | Total |
|-------------|------------------|------------|------------|---|---|---|---|---|---|------------|
| 12:00 AM | | 2 | 3 | | | | | | | 5 |
| 01:00 | | 1 | 1 | | | | | | | 2 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 1 | | | | | | | 1 |
| 04:00 | | 0 | 5 | | | | | | | 5 |
| 05:00 | | 4 | 11 | | | | | | | 15 |
| 06:00 | | 9 | 5 | | | | | | | 14 |
| 07:00 | | 46 | 46 | | | | | | | 92 |
| 08:00 | | 29 | 35 | | | | | | | 64 |
| 09:00 | | 40 | 43 | | | | | | | 83 |
| 10:00 | | 41 | 31 | | | | | | | 72 |
| 11:00 | | 35 | 58 | | | | | | | 93 |
| 12:00 PM | | 52 | 45 | | | | | | | 97 |
| 01:00 | | 46 | 40 | | | | | | | 86 |
| 02:00 | | 79 | 79 | | | | | | | 158 |
| 03:00 | | 70 | 53 | | | | | | | 123 |
| 04:00 | | 73 | 90 | | | | | | | 163 |
| 05:00 | | 107 | 109 | | | | | | | 216 |
| 06:00 | | 77 | 80 | | | | | | | 157 |
| 07:00 | | 35 | 70 | | | | | | | 105 |
| 08:00 | | 31 | 76 | | | | | | | 107 |
| 09:00 | | 19 | 27 | | | | | | | 46 |
| 10:00 | | 14 | 14 | | | | | | | 28 |
| 11:00 | | 4 | 6 | | | | | | | 10 |
| Total | | 814 | 928 | | | | | | | 1742 |
| Percent | | 46.7% | 53.3% | | | | | | | |
| AM Peak | - | 07:00 | 11:00 | - | - | - | - | - | - | 11:00 |
| Vol. | - | 46 | 58 | - | - | - | - | - | - | 93 |
| PM Peak | - | 17:00 | 17:00 | - | - | - | - | - | - | 17:00 |
| Vol. | - | 107 | 109 | - | - | - | - | - | - | 216 |
| Grand Total | | 1461 | 1723 | | | | | | | 3184 |
| Percent | | 45.9% | 54.1% | | | | | | | |
| ADT | | ADT 1,591 | AADT 1,591 | | | | | | | |

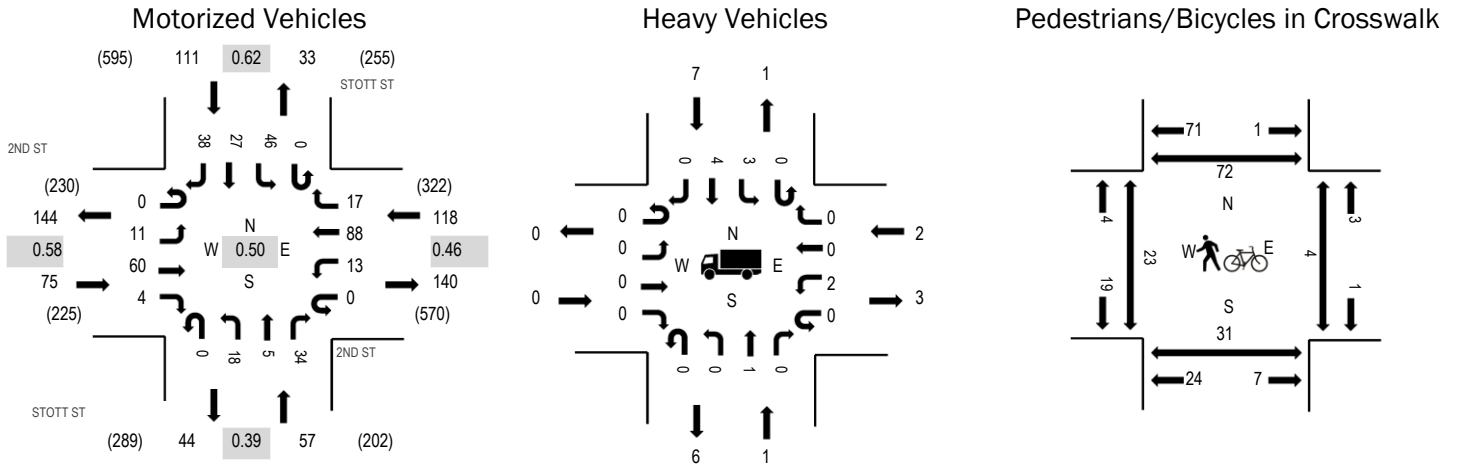
| | | | | | | | | | | | | | | | | | | |
|-------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

| Interval Start Time | Heavy Vehicles | | | | | Interval Start Time | Bicycles on Roadway | | | | | Interval Start Time | Pedestrians/Bicycles on Crosswalk | | | | |
|------------------------|----------------|----|----|----|-------|------------------------|---------------------|----|----|----|-------|------------------------|-----------------------------------|----|----|----|-------|
| | EB | NB | WB | SB | Total | | EB | NB | WB | SB | Total | | EB | NB | WB | SB | Total |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 7:00 AM | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 7:15 AM | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 7:30 AM | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 7:45 AM | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 8:00 AM | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 8:15 AM | 0 | 1 | 1 | 0 | 2 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 8:30 AM | 0 | 1 | 1 | 0 | 2 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 8:45 AM | 0 | 0 | 2 | 0 | 2 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 9:00 AM | 0 | 0 | 0 | 0 | 0 | 9:00 AM | 0 | 0 | 0 | 0 | 0 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 9:15 AM | 0 | 0 | 0 | 0 | 0 | 9:15 AM | 0 | 1 | 1 | 0 | 2 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 9:30 AM | 0 | 0 | 0 | 0 | 0 | 9:30 AM | 2 | 0 | 0 | 2 | 4 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 9:45 AM | 0 | 0 | 0 | 0 | 0 | 9:45 AM | 1 | 1 | 0 | 2 | 4 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 10:00 AM | 0 | 0 | 0 | 0 | 0 | 10:00 AM | 0 | 1 | 0 | 0 | 1 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 10:15 AM | 0 | 0 | 0 | 0 | 0 | 10:15 AM | 0 | 0 | 0 | 0 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 10:30 AM | 0 | 0 | 0 | 0 | 0 | 10:30 AM | 0 | 0 | 2 | 0 | 2 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 10:45 AM | 0 | 0 | 0 | 0 | 0 | 10:45 AM | 1 | 0 | 0 | 1 | 2 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 11:00 AM | 0 | 2 | 1 | 0 | 3 | 11:00 AM | 0 | 0 | 0 | 0 | 0 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 11:15 AM | 0 | 0 | 0 | 0 | 0 | 11:15 AM | 0 | 0 | 3 | 0 | 3 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 11:30 AM | 0 | 0 | 0 | 0 | 0 | 11:30 AM | 0 | 0 | 0 | 0 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 11:45 AM | 0 | 0 | 0 | 0 | 0 | 11:45 AM | 1 | 1 | 3 | 0 | 5 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 12:00 PM | 0 | 0 | 0 | 0 | 0 | 12:00 PM | 0 | 1 | 2 | 0 | 3 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 12:15 PM | 0 | 0 | 0 | 0 | 0 | 12:15 PM | 1 | 0 | 0 | 1 | 2 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 12:30 PM | 0 | 0 | 0 | 0 | 0 | 12:30 PM | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 12:45 PM | 0 | 0 | 0 | 0 | 0 | 12:45 PM | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 1:00 PM | 0 | 0 | 0 | 0 | 0 | 1:00 PM | 0 | 2 | 5 | 0 | 7 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 1:15 PM | 1 | 0 | 0 | 0 | 1 | 1:15 PM | 0 | 0 | 0 | 2 | 2 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 1:30 PM | 0 | 0 | 0 | 0 | 0 | 1:30 PM | 3 | 0 | 0 | 2 | 5 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 1:45 PM | 1 | 0 | 0 | 0 | 1 | 1:45 PM | 2 | 0 | 0 | 2 | 4 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 2:00 PM | 0 | 0 | 0 | 0 | 0 | 2:00 PM | 2 | 0 | 4 | 0 | 6 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 2:15 PM | 0 | 0 | 0 | 0 | 0 | 2:15 PM | 0 | 0 | 1 | 0 | 1 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 2:30 PM | 0 | 1 | 0 | 1 | 2 | 2:30 PM | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 2:45 PM | 0 | 0 | 0 | 0 | 0 | 2:45 PM | 0 | 1 | 0 | 0 | 1 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 3:00 PM | 0 | 0 | 0 | 0 | 0 | 3:00 PM | 0 | 1 | 1 | 0 | 2 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 3:15 PM | 0 | 0 | 1 | 0 | 1 | 3:15 PM | 0 | 0 | 1 | 0 | 1 |

| | | | | | | | | | | | | | | | | | |
|-------------|---|---|---|---|---|-------------|---|---|---|---|----|-------------|----|----|----|----|----|
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 3:30 PM | 0 | 0 | 0 | 0 | 0 | 3:30 PM | 2 | 2 | 0 | 0 | 4 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 3:45 PM | 0 | 0 | 0 | 0 | 0 | 3:45 PM | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 4:00 PM | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 4:15 PM | 0 | 0 | 0 | 0 | 0 | 4:15 PM | 1 | 1 | 0 | 0 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 4:30 PM | 0 | 0 | 0 | 0 | 0 | 4:30 PM | 0 | 0 | 0 | 1 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 4:45 PM | 1 | 0 | 0 | 1 | 2 | 4:45 PM | 0 | 2 | 0 | 0 | 2 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 5:00 PM | 0 | 0 | 2 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 5:15 PM | 0 | 0 | 1 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 5:30 PM | 2 | 2 | 1 | 0 | 5 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 5:45 PM | 0 | 0 | 0 | 0 | 0 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 6:00 PM | 0 | 0 | 0 | 0 | 0 | 6:00 PM | 0 | 0 | 0 | 0 | 0 |
| 6:15 PM | 0 | 0 | 0 | 0 | 0 | 6:15 PM | 0 | 0 | 0 | 0 | 0 | 6:15 PM | 0 | 0 | 0 | 0 | 0 |
| 6:30 PM | 0 | 0 | 0 | 0 | 0 | 6:30 PM | 0 | 0 | 0 | 0 | 0 | 6:30 PM | 0 | 1 | 0 | 0 | 1 |
| 6:45 PM | 0 | 0 | 0 | 0 | 0 | 6:45 PM | 0 | 0 | 0 | 0 | 0 | 6:45 PM | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | Count Total | 3 | 3 | 2 | 2 | 10 | Count Total | 18 | 19 | 31 | 13 | 81 |
| Peak Hour | 0 | 0 | 0 | 0 | 0 | Peak Hour | 0 | 0 | 0 | 0 | 0 | Peak Hour | 0 | 0 | 0 | 0 | 0 |

Peak Hour



Note: Total study counts contained in parentheses.

| | HV% | PHF |
|-----|------|------|
| EB | 0.0% | 0.58 |
| WB | 1.7% | 0.46 |
| NB | 1.8% | 0.39 |
| SB | 6.3% | 0.62 |
| All | 2.8% | 0.50 |

Traffic Counts - Motorized Vehicles

| Interval Start Time | 2ND ST Eastbound | | | | 2ND ST Westbound | | | | STOTT ST Northbound | | | | STOTT ST Southbound | | | | Total | Rolling Hour |
|------------------------|---------------------|------|------|-------|---------------------|------|------|-------|------------------------|------|------|-------|------------------------|------|------|-------|-------|-----------------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | |
| 7:00 AM | 0 | 0 | 1 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 7 | 3 | 22 | 361 |
| 7:15 AM | 0 | 1 | 8 | 0 | 0 | 3 | 15 | 5 | 0 | 3 | 0 | 2 | 0 | 7 | 4 | 11 | 59 | 360 |
| 7:30 AM | 0 | 5 | 27 | 2 | 0 | 5 | 49 | 10 | 0 | 10 | 3 | 25 | 0 | 19 | 9 | 17 | 181 | 307 |
| 7:45 AM | 0 | 5 | 24 | 2 | 0 | 3 | 19 | 2 | 0 | 5 | 1 | 6 | 0 | 18 | 7 | 7 | 99 | 141 |
| 8:00 AM | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 5 | 2 | 3 | 21 | 55 |
| 8:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 6 | 60 |
| 8:30 AM | 0 | 2 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 3 | 2 | 15 | 86 |
| 8:45 AM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 6 | 2 | 0 | 13 | 83 |
| 9:00 AM | 0 | 1 | 3 | 1 | 0 | 2 | 5 | 1 | 0 | 0 | 2 | 1 | 0 | 4 | 5 | 1 | 26 | 83 |
| 9:15 AM | 0 | 3 | 2 | 2 | 0 | 2 | 5 | 4 | 0 | 0 | 1 | 3 | 1 | 5 | 4 | 0 | 32 | 66 |
| 9:30 AM | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 12 | 47 |
| 9:45 AM | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 4 | 2 | 1 | 13 | 40 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 1 | 3 | 0 | 9 | 38 |
| 10:15 AM | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 5 | 0 | 1 | 13 | 43 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 5 | 41 |
| 10:45 AM | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 3 | 1 | 0 | 11 | 53 |
| 11:00 AM | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 2 | 0 | 0 | 5 | 2 | 0 | 14 | 54 |
| 11:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 4 | 2 | 0 | 11 | 57 |
| 11:30 AM | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 3 | 1 | 0 | 3 | 3 | 0 | 17 | 62 |
| 11:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 4 | 1 | 12 | 67 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 1 | 1 | 2 | 0 | 4 | 2 | 0 | 17 | 86 |
| 12:15 PM | 0 | 3 | 1 | 1 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 16 | 88 |
| 12:30 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 5 | 2 | 0 | 5 | 2 | 1 | 22 | 93 |
| 12:45 PM | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 3 | 0 | 1 | 1 | 5 | 0 | 9 | 4 | 2 | 31 | 84 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 6 | 0 | 0 | 2 | 0 | 0 | 6 | 3 | 0 | 19 | 61 |
| 1:15 PM | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 7 | 0 | 1 | 1 | 1 | 0 | 4 | 0 | 1 | 21 | 57 |
| 1:30 PM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 13 | 76 |

| | | | | | | | | | | | | | | | | | | |
|-------------|---|----|-----|----|---|----|-----|-----|---|----|----|----|---|-----|-----|----|-------|-----|
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 3 | 1 | 0 | 8 | 153 |
| 2:00 PM | 0 | 1 | 2 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 15 | 184 |
| 2:15 PM | 0 | 0 | 1 | 1 | 1 | 2 | 1 | 5 | 0 | 0 | 2 | 8 | 0 | 9 | 6 | 4 | 40 | 194 |
| 2:30 PM | 0 | 7 | 19 | 4 | 0 | 4 | 4 | 7 | 0 | 0 | 7 | 11 | 0 | 20 | 5 | 2 | 90 | 180 |
| 2:45 PM | 0 | 4 | 3 | 4 | 0 | 3 | 1 | 0 | 0 | 1 | 4 | 2 | 0 | 10 | 5 | 2 | 39 | 129 |
| 3:00 PM | 0 | 1 | 5 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 2 | 2 | 0 | 7 | 2 | 1 | 25 | 117 |
| 3:15 PM | 0 | 3 | 3 | 0 | 0 | 1 | 1 | 3 | 0 | 1 | 4 | 2 | 0 | 5 | 3 | 0 | 26 | 115 |
| 3:30 PM | 0 | 5 | 8 | 1 | 0 | 0 | 3 | 2 | 0 | 0 | 2 | 4 | 0 | 9 | 5 | 0 | 39 | 113 |
| 3:45 PM | 0 | 1 | 1 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 14 | 4 | 1 | 27 | 114 |
| 4:00 PM | 0 | 0 | 4 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 4 | 7 | 0 | 23 | 129 |
| 4:15 PM | 0 | 1 | 4 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 0 | 24 | 139 |
| 4:30 PM | 0 | 0 | 2 | 0 | 0 | 4 | 2 | 1 | 0 | 2 | 1 | 0 | 0 | 18 | 9 | 1 | 40 | 134 |
| 4:45 PM | 0 | 1 | 3 | 2 | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 16 | 12 | 2 | 42 | 128 |
| 5:00 PM | 0 | 2 | 2 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 1 | 4 | 0 | 8 | 9 | 0 | 33 | 112 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 9 | 4 | 0 | 19 | 96 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 4 | 2 | 0 | 16 | 8 | 0 | 34 | 92 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 2 | 1 | 15 | 3 | 0 | 26 | 75 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 1 | 1 | 0 | 5 | 4 | 0 | 17 | 64 |
| 6:15 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 3 | 6 | 1 | 15 | |
| 6:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 4 | 7 | 0 | 17 | |
| 6:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 2 | 6 | 0 | 15 | |
| Count Total | 0 | 55 | 141 | 29 | 2 | 65 | 129 | 126 | 0 | 31 | 72 | 99 | 2 | 328 | 195 | 70 | 1,344 | |
| Peak Hour | 0 | 11 | 60 | 4 | 0 | 13 | 88 | 17 | 0 | 18 | 5 | 34 | 0 | 46 | 27 | 38 | 361 | |

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

| Interval Start Time | Heavy Vehicles | | | | | Interval Start Time | Bicycles on Roadway | | | | | Interval Start Time | Pedestrians/Bicycles on Crosswalk | | | | |
|------------------------|----------------|----|----|----|-------|------------------------|---------------------|----|----|----|-------|------------------------|-----------------------------------|----|----|----|-------|
| | EB | NB | WB | SB | Total | | EB | NB | WB | SB | Total | | EB | NB | WB | SB | Total |
| 7:00 AM | 0 | 0 | 0 | 3 | 3 | 7:00 AM | 0 | 0 | 1 | 0 | 1 | 7:00 AM | 2 | 5 | 0 | 0 | 7 |
| 7:15 AM | 0 | 0 | 2 | 4 | 6 | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 7:15 AM | 10 | 8 | 4 | 14 | 36 |
| 7:30 AM | 0 | 1 | 0 | 0 | 1 | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 7:30 AM | 7 | 4 | 0 | 49 | 60 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 7:45 AM | 4 | 14 | 0 | 9 | 27 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 8:00 AM | 0 | 4 | 0 | 1 | 5 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 8:15 AM | 0 | 1 | 0 | 0 | 1 |
| 8:30 AM | 0 | 0 | 1 | 1 | 2 | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 8:30 AM | 2 | 3 | 0 | 0 | 5 |
| 8:45 AM | 0 | 1 | 0 | 0 | 1 | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 8:45 AM | 0 | 1 | 0 | 0 | 1 |
| 9:00 AM | 1 | 0 | 0 | 0 | 1 | 9:00 AM | 0 | 0 | 0 | 0 | 0 | 9:00 AM | 1 | 8 | 0 | 3 | 12 |
| 9:15 AM | 1 | 0 | 0 | 1 | 2 | 9:15 AM | 1 | 0 | 0 | 0 | 1 | 9:15 AM | 6 | 11 | 0 | 3 | 20 |
| 9:30 AM | 1 | 0 | 0 | 0 | 1 | 9:30 AM | 0 | 0 | 0 | 0 | 0 | 9:30 AM | 3 | 2 | 0 | 1 | 6 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 9:45 AM | 0 | 0 | 0 | 0 | 0 | 9:45 AM | 2 | 0 | 0 | 0 | 2 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 10:00 AM | 0 | 0 | 0 | 0 | 0 | 10:00 AM | 0 | 0 | 0 | 2 | 2 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 10:15 AM | 0 | 0 | 0 | 0 | 0 | 10:15 AM | 1 | 0 | 0 | 0 | 1 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 10:30 AM | 0 | 0 | 0 | 0 | 0 | 10:30 AM | 4 | 5 | 0 | 1 | 10 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 10:45 AM | 0 | 0 | 0 | 0 | 0 | 10:45 AM | 5 | 12 | 1 | 5 | 23 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 11:00 AM | 0 | 0 | 0 | 0 | 0 | 11:00 AM | 6 | 2 | 1 | 8 | 17 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 11:15 AM | 0 | 0 | 0 | 0 | 0 | 11:15 AM | 6 | 8 | 1 | 2 | 17 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 11:30 AM | 0 | 0 | 0 | 0 | 0 | 11:30 AM | 1 | 7 | 3 | 3 | 14 |
| 11:45 AM | 0 | 1 | 0 | 0 | 1 | 11:45 AM | 0 | 0 | 0 | 0 | 0 | 11:45 AM | 0 | 6 | 0 | 0 | 6 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 12:00 PM | 0 | 0 | 0 | 0 | 0 | 12:00 PM | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 12:15 PM | 0 | 0 | 0 | 0 | 0 | 12:15 PM | 2 | 25 | 0 | 5 | 32 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 12:30 PM | 0 | 0 | 0 | 0 | 0 | 12:30 PM | 0 | 3 | 3 | 3 | 9 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 12:45 PM | 0 | 0 | 0 | 0 | 0 | 12:45 PM | 2 | 19 | 0 | 11 | 32 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 1:00 PM | 0 | 0 | 0 | 1 | 1 | 1:00 PM | 3 | 14 | 1 | 5 | 23 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 1:15 PM | 0 | 0 | 0 | 0 | 0 | 1:15 PM | 1 | 4 | 0 | 5 | 10 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 1:30 PM | 0 | 0 | 0 | 0 | 0 | 1:30 PM | 3 | 5 | 2 | 1 | 11 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 1:45 PM | 0 | 0 | 0 | 0 | 0 | 1:45 PM | 1 | 9 | 2 | 8 | 20 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 2:00 PM | 0 | 0 | 0 | 0 | 0 | 2:00 PM | 0 | 0 | 0 | 0 | 0 |
| 2:15 PM | 0 | 0 | 0 | 1 | 1 | 2:15 PM | 0 | 0 | 0 | 0 | 0 | 2:15 PM | 21 | 17 | 2 | 8 | 48 |
| 2:30 PM | 0 | 1 | 0 | 4 | 5 | 2:30 PM | 0 | 0 | 0 | 0 | 0 | 2:30 PM | 15 | 79 | 13 | 24 | 131 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 2:45 PM | 1 | 0 | 0 | 0 | 1 | 2:45 PM | 0 | 20 | 6 | 3 | 29 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 3:00 PM | 1 | 0 | 0 | 0 | 1 | 3:00 PM | 9 | 1 | 1 | 2 | 13 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 3:15 PM | 0 | 0 | 0 | 0 | 0 | 3:15 PM | 0 | 7 | 0 | 2 | 9 |

| | | | | | | | | | | | | | | | | | |
|-------------|---|---|---|----|----|-------------|---|---|---|---|----|-------------|-----|-----|----|-----|-----|
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 3:30 PM | 1 | 0 | 1 | 0 | 2 | 3:30 PM | 3 | 4 | 2 | 0 | 9 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 3:45 PM | 0 | 0 | 0 | 0 | 0 | 3:45 PM | 2 | 2 | 5 | 0 | 9 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 4:00 PM | 2 | 2 | 4 | 0 | 8 |
| 4:15 PM | 0 | 0 | 0 | 1 | 1 | 4:15 PM | 0 | 0 | 0 | 1 | 1 | 4:15 PM | 2 | 2 | 0 | 3 | 7 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 4:30 PM | 0 | 0 | 1 | 0 | 1 | 4:30 PM | 2 | 3 | 0 | 0 | 5 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 4:45 PM | 0 | 1 | 0 | 0 | 1 | 4:45 PM | 2 | 3 | 1 | 0 | 6 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 5:00 PM | 1 | 2 | 0 | 1 | 4 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 5:15 PM | 2 | 1 | 0 | 2 | 5 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 5:30 PM | 1 | 2 | 0 | 1 | 4 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 5:45 PM | 0 | 0 | 1 | 0 | 1 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 6:00 PM | 0 | 0 | 0 | 1 | 1 | 6:00 PM | 0 | 0 | 0 | 1 | 1 |
| 6:15 PM | 0 | 0 | 0 | 0 | 0 | 6:15 PM | 0 | 0 | 0 | 0 | 0 | 6:15 PM | 4 | 0 | 0 | 0 | 4 |
| 6:30 PM | 0 | 0 | 0 | 0 | 0 | 6:30 PM | 0 | 0 | 0 | 0 | 0 | 6:30 PM | 0 | 0 | 0 | 0 | 0 |
| 6:45 PM | 0 | 0 | 0 | 0 | 0 | 6:45 PM | 0 | 0 | 0 | 0 | 0 | 6:45 PM | 4 | 0 | 3 | 0 | 7 |
| Count Total | 3 | 4 | 3 | 15 | 25 | Count Total | 4 | 1 | 3 | 3 | 11 | Count Total | 142 | 325 | 56 | 186 | 709 |
| Peak Hour | 0 | 1 | 2 | 7 | 10 | Peak Hour | 0 | 0 | 1 | 0 | 1 | Peak Hour | 23 | 31 | 4 | 72 | 130 |

2. FARMINGTON ROAD QUEUES

| Time | # of cars | EB impeded | seconds | # of cars | WB impeded | seconds |
|-------------|-----------|------------|---------|-----------|------------------------|---------|
| 7:15 AM | 7 | 0 | 0 | 0 | 0 | 0 |
| 7:18 AM | 8 | 0 | 0 | 0 | 0 | 0 |
| 7:31 AM | 8 | 3 | 20 | | 1 | 5 |
| 7:32 AM | 8 | 3 | 40 | 8 | 4 continuous for 3 min | |
| 7:35 AM | 4 | 1 | 5 | | | |
| 7:36 AM | | | | 8 | 4 | 30 |
| 7:51 AM | 6 | 2 | 20 | | | |
| 7:53:50 AM | 8 | 2 | 10 | | | |
| 7:55:45 AM | 10 | 2 | 10 | | | |
| 8:37:20 AM | 9 | 2 | 10 | | | |
| 8:49:10 AM | 9 | 3 | 35 | | | |
| 9:09 AM | 8 | 1 | 5 | | | |
| 9:49 AM | 9 | 2 | 5 | | | |
| 11:10 AM | 8 | 1 | 5 | | | |
| 11:59:10 AM | 10 | 2 | 15 | | | |
| 12:14:20 PM | 9 | 1 | 5 | | | |
| 12:22 PM | 10 | 1 | 5 | | | |
| 12:30AM | 9 | 1 | 8 | | | |
| 12:32AM | 9 | 1 | 3 | | | |
| 1:32PM | 8 | 1 | 2 | | | |
| 2:04PM | 9 | 5 | 10 | | | |
| 2:32PM | 10 | 6 | 30 | | | |
| 2:45PM | 8 | 2 | 2 | | | |
| 3:04PM | 7 | 2 | 5 | | | |
| 3:19PM | 2 | 8 | 6 | | | |
| 3:50PM | 9 | 3 | 13 | | | |
| 3:55PM | 10 | 3 | 5 | | | |
| 4:00PM | 9 | 4 | 5 | | | |
| 4:09PM | 10 | 1 | 3 | | | |
| 5:47PM | 10 | 2 | 5 | | | |

Saturday 12/17/222

| | | | |
|---------|----|---|----|
| 10:57AM | 6 | 2 | 3 |
| 11:14AM | 5 | 2 | 4 |
| 11:22AM | 7 | 1 | 2 |
| 11:39AM | 8 | 2 | 3 |
| 12:00PM | 6 | 1 | 1 |
| 1:32PM | 10 | 2 | 2 |
| 2:04PM | 9 | 4 | 10 |
| 2:41PM | 12 | 9 | 15 |
| 2:45PM | 8 | 4 | 5 |
| 3:04PM | 6 | 5 | 22 |
| 3:20PM | 7 | 4 | 3 |
| 3:53PM | 8 | 2 | 5 |
| 3:55PM | 12 | 2 | 3 |
| 4:09PM | 10 | 1 | 23 |
| 5:45PM | 10 | 3 | 25 |
| 5:47PM | 11 | 2 | 30 |

3. CRASH DATA

| 000 Crash Id | 015 Street Name | 016 Intersecting Street | N028 Crash Type | 029 Collision Type | 031 Weather | 032 Road | 033 Light | 036 Crash Cai | 117 Severity | 126 Bike / 013 Lat | 014 Long | 001 CRASH Date | 004 Crash |
|--------------|---------------------|-------------------------|-----------------|--------------------|-------------|----------|-----------|---------------|---------------------|--------------------|--------------------------|----------------|-----------|
| 1733611 | SW ERICKSON AVE | SW FARMINGTON RD | ANGL-OTH | TURN | RAIN | WET | DAY | NO-YIELD | Possible Injury (C) | Neither | 45.48741111 -122.8119889 | 11/30/2017 | 3P |
| 1763260 | SW CEDAR HILLS BLVD | SW FARMINGTON RD | S-1STOP | REAR | RAIN | WET | DLIT | F AVOID | PDO | Neither | 45.48741389 -122.8108083 | 10/19/2017 | 5A |
| 1735948 | SW CEDAR HILLS BLVD | SW FARMINGTON RD | S-OTHER | TURN | CLR | DRY | DAY | IMP-TURN | Possible Injury (C) | Neither | 45.48741389 -122.8108083 | 10/3/2017 | 8A |
| 1731572 | SW CEDAR HILLS BLVD | SW FARMINGTON RD | S-OTHER | TURN | UNK | UNK | DAY | IMP-TURN | Possible Injury (C) | Neither | 45.48741389 -122.8108083 | 6/15/2017 | 9A |
| 1822158 | SW CEDAR HILLS BLVD | SW FARMINGTON RD | ANGL-OTH | TURN | CLR | DRY | DAY | DIS SIG | PDO | Neither | 45.48741389 -122.8108083 | 10/12/2018 | 12P |
| 1818870 | SW ERICKSON AVE | SW FARMINGTON RD | O-1 L-TURN | TURN | CLR | DRY | DAY | INATTENT | PDO | Neither | 45.48741111 -122.8119889 | 4/24/2018 | 5P |
| 1801281 | SW CEDAR HILLS BLVD | SW FARMINGTON RD | S-1STOP | REAR | RAIN | WET | DAWN | TOO-CLOS | Possible Injury (C) | Neither | 45.48741389 -122.8108083 | 10/8/2018 | 7A |
| 1841985 | SW ERICKSON AVE | SW FARMINGTON RD | BIKE | TURN | CLR | DRY | DAY | NO-YIELD | Possible Injury (C) | Bicycle | 45.48741122 -122.8119887 | 6/18/2019 | 5P |
| 1757548 | SW CEDAR HILLS BLVD | SW FARMINGTON RD | S-1STOP | REAR | CLR | DRY | DLIT | F AVOID | PDO | Neither | 45.48741389 -122.8108083 | 7/15/2017 | UNK |
| 1753294 | SW CEDAR HILLS BLVD | SW FARMINGTON RD | O-1 L-TURN | TURN | CLR | DRY | DAY | NO-YIELD | PDO | Neither | 45.48741389 -122.8108083 | 4/10/2017 | 6P |
| 1798936 | SW CEDAR HILLS BLVD | SW FARMINGTON RD | S-1STOP | REAR | CLR | DRY | DAY | TOO-CLOS | Possible Injury (C) | Neither | 45.48741389 -122.8108083 | 8/17/2018 | 10A |
| 1728844 | SW CEDAR HILLS BLVD | SW FARMINGTON RD | S-1STOP | REAR | RAIN | WET | DAY | F AVOID | PDO | Neither | 45.48741389 -122.8108083 | 12/2/2017 | 11A |
| 1801112 | SW FARMINGTON RD | SW ERICKSON AVE | S-1STOP | REAR | RAIN | WET | DAY | TOO-CLOS | Possible Injury (C) | Neither | 45.48741111 -122.8116083 | 10/5/2018 | 2P |
| 1802273 | SW CEDAR HILLS BLVD | SW FARMINGTON RD | ANGL-OTH | TURN | RAIN | UNK | DAY | NO-YIELD | Possible Injury (C) | Neither | 45.48741389 -122.8108083 | 10/25/2018 | 11A |
| 1844215 | SW ERICKSON AVE | SW FARMINGTON RD | S-1STOP | REAR | RAIN | WET | DUSK | TOO-CLOS | Minor Injury (B) | Neither | 45.48741122 -122.8119887 | 10/18/2019 | 5P |
| 1862971 | SW FARMINGTON RD | SW ERICKSON AVE | S-STRGHT | SS-O | CLR | DRY | DAY | IMP LN C | PDO | Neither | 45.4874097 -122.8115824 | 11/4/2019 | 8A |
| 1820380 | SW FARMINGTON RD | SW CEDAR HILLS BLVD | S-STRGHT | SS-O | CLR | DRY | DAY | IMP LN C | PDO | Neither | 45.48741111 -122.8110889 | 6/30/2018 | 1P |