

EXISTING CONDITIONS AND CALIBRATION MEMORANDUM

DATE: May 2, 2023

TO: Kate Drennan | City of Vancouver

FROM: Randy Johnson, PE, PTOE; Brian Kellogg, PE, PTP, PTOE; Amanda Deering, PE | DKS

Associates

SUBJECT: Vancouver Upper Main St Corridor Study – Existing Conditions Project #

and Calibration 21110-004

INTRODUCTION

This memorandum documents the development, calibration and results of the existing year 2022 weekday AM and PM peak period Vissim microsimulation models for the Upper Main Street Corridor Project. Development of the Vissim models followed the WSDOT Vissim Protocol guidelines¹. Performance measures from the model are summarized at the end of this memo. A previous submission of the Methods and Assumptions² memorandum documented the details of model development that were assumed going into this task.

PROJECT DESCRIPTION

This project is evaluating lane conversion potential for purposes of bicycle facilities or transit priority lanes along Main Street between 29th Avenue and Hazel Dell Avenue. This project is being completed in coordination with the C-TRAN Highway 99 Bus Rapid Transit Project, which will operate along this section of Main Street.

This memorandum focuses on existing conditions, providing a baseline for future analyses. Future no-build and build analyses will be presented in a separate memorandum.

¹ Protocol for Vissim Simulation. Washington State Department of Transportation (WSDOT). September 2014.

² Upper Main Street Evaluation – Vissim Modeling Methods and Assumptions. DKS Associates. March 2023.

MODEL AREA AND STUDY INTERSECTIONS

The Vissim model study area is shown in Figure 1, including the intersections evaluated for traffic operations and the intersections which had turning movement counts collected as part of this work. The model area was coded to include the Main Street and Broadway Street corridors between Fourth Plain Boulevard and I-5.



FIGURE 1: VISSIM STUDY AREA NETWORK

DATA COLLECTION SUMMARY

DKS collected the following data to help build and calibrate the existing year Vissim and Visum models:

- Roadway geometry data: this included roadway segment lengths, number of lanes, lengths of storage bays and tapers, intersection geometry, and pedestrian crossing locations and widths.
 This data was primarily obtained from aerial imagery and Google Street View.
- **Traffic control data**: this included posted speeds, stop bar and stop sign locations, traffic signal locations, traffic signal timing data, and detector plans. This data was obtained from aerial imagery and Google Street View. The City of Vancouver and WSDOT provided signal timing sheets.
- Traffic count data: turning movement counts were collected on Thursday, Nov. 17, 2022 for most intersections in the study area network. The exceptions include the intersection of Main Street and 45th Street, where counts were collected on Wednesday, Nov. 30, 2022, and at the Broadway Street intersections with E 28th Street and with E 27th Street, where counts were not collected as they are low volume intersection that were estimated from adjacent count locations. The traffic counts are provided in Appendix 1 and included motor vehicle, pedestrian, bicycle, and heavy vehicle data. These counts, alongside historical traffic counts in the study area, notably from June 2022 as part of the C-TRAN Hwy 99 BRT Project, were used to develop vehicle inputs, routing, and peaking profiles for the Vissim models. See the 'Traffic Demand and Routing' section of the memo for more information about the process for developing a balanced set of traffic volumes for existing conditions.
- Travel time and speed data: Auto travel time along the Main Street and Broadway Street was streamed over a typical weekday ging Google Maps API. The travel time and speed data was collected over the AM and PM peace ommuting hours and used to calibrate the existing year Vissim model.
- **Field data**: Field observations, including pictures and video were taken in June 2022 as part of the C-TRAN Hwy 99 BRT Project.
- **Transit data**: Existing transit routes and headways were coded into the Vissim model based on information from the C-TRAN website. Dwell time distributions followed a standard distribution for typical bus routes using C-TRAN data.

MODEL DEVELOPMENT SUMMARY

The Vissim model development process used the aforementioned WSDOT Vissim Protocol as a guideline. This section describes the steps completed in the existing year 2023 model development process.

NETWORK CODING

Coding of the study area Vissim network included the following roadway network objects and attributes:

- Physical roadway (links and connectors)
- Intersection geometry (links and connectors)

- · Pedestrian crosswalk links
- Traffic control (speed distributions and decisions, reduced speed areas, conflict areas, priority rules, stop signs, signal heads, detectors, and signal timing)

Free flow speed (desired speed) distributions were developed using the WSDOT Vissim Protocol methods for links without measured speed data and based on posted speed limits.

TRAFFIC DEMAND AND ROUTING

The pedestrian counts were used as pedestrian inputs for crossing locations in the Vissim model.

For vehicular volumes (cars and heavy vehicles), the peak hour volumes were first balanced through the study area network. When comparing with previous counts in the study area, it was noted that AM peak southbound volumes along Main Street from Nov. 17 were significantly higher than AM peak counts from Nov. 30 or from June 2022; this was likely due to I-5 congestion driving traffic to Main St as an alternate route. To adjust volumes to have a more conservative (i.e., higher) picture of a typical day without heavy I-5 diversion, the southbound volume at Main Street and E 39th Street were brought down to a level comparable with the June 2022 volume, and balanced throughout the study area. PM peak volumes did not note any unusual deviations from other historical counts and were balanced throughout the study network without major adjustments.

With a balanced set of AM and PM peak hour volumes, Visum was used to produce an origin/destination (OD) matrix for input into the Vissim model. An Origin-Estimation Matrix Estimation tool was used to create these OD volumes respective to the balanced turning movement volumes. These vehicle routes and demand were exported from Visum to Vissim to generate vehicle inputs and routing decisions for cars and heavy vehicles through the Vissim network.

The resulting set of AM and PM peak hour volumes used in existing conditions modeling are shown in Figure 2 and Figure 3, respectively.

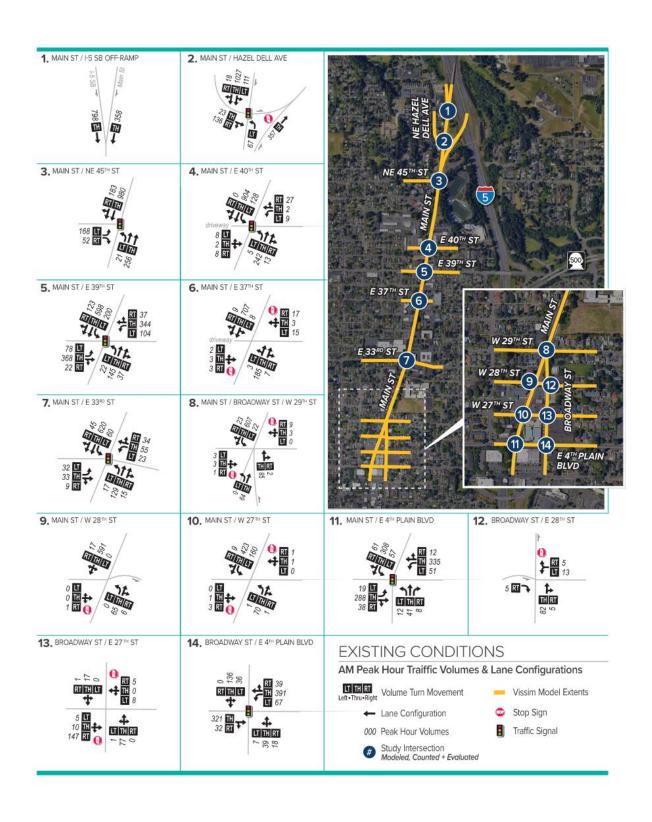


FIGURE 2: STUDY AREA TRAFFIC VOLUMES - BALANCED EXISTING CONDITIONS AM PEAK

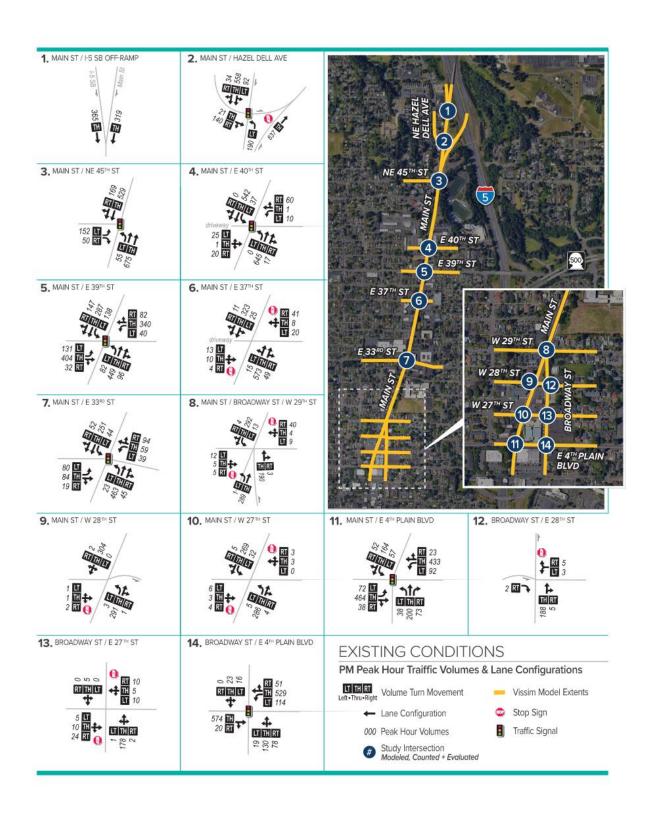


FIGURE 3: STUDY AREA TRAFFIC VOLUMES - BALANCED EXISTING CONDITIONS PM PEAK

TRAFFIC VOLUME PEAKING PROFILE

The initial AM and PM peak hour volume inputs in Vissim were modified to include a "peaking profile" with volumes in 15-minute increments. The peaking profiles were developed for multiple sections of the study area network and were based on the November 2022 count data. The AM and PM peaking profiles are shown in Figure 4 and Figure 5, respectively.

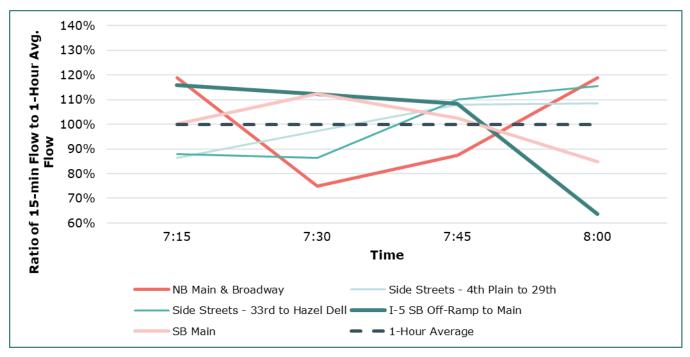


FIGURE 4: STUDY AREA PEAKING PROFILE - AM PEAK HOUR

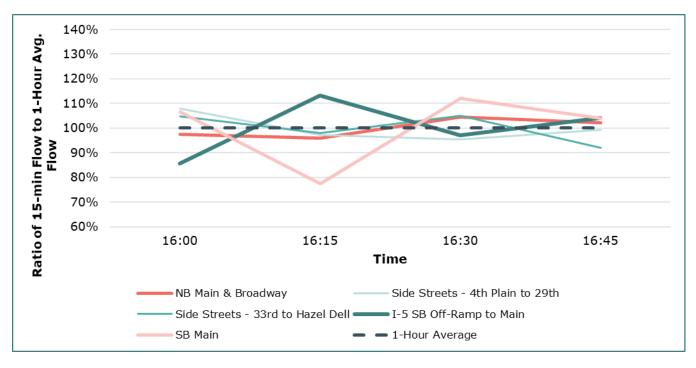


FIGURE 5: STUDY AREA PEAKING PROFILE - PM PEAK HOUR

VEHICLE SPEED PROFILES

Posted speed limits were used to develop speed profiles for the roadways in the Vissim model.

VEHICLE COMPOSITIONS

The volume inputs also included heavy vehicle percentages based on the November 2022 count data. A separate set of OD routes were created for heavy vehicles in order to avoid placing trucks on low-volume residential streets or on movements where trucks are prohibited (e.g., the northbound left turn at Main Street and 39th Street). The North American fleet default from Vissim was used for this modeling, as is consistent with the WSDOT Vissim Protocol.

SIMULATION PERIOD AND SEEDING PERIOD

The FHWA's Traffic Analysis Toolbox³ recommends a seeding period equal to or greater than twice the estimated travel time at free-flow conditions to traverse the entire network. Based on the size of the network and to allow for congestion levels and queues to develop to peak conditions, a seeding period of 15 minutes was chosen.

The Vissim simulation periods include a 15-minute seeding period (initialization period) followed by a one-hour simulation period.

SYSTEM PEAK HOUR

Measures of effectiveness will be reported for the one-hour system peak period in the model, for both the AM and PM peak periods. For this model, the AM peak hour is from 7:15 AM to 8:15 AM; the PM peak hour is from 4:00 PM to 5:00 PM.

ERROR CHECKING

The error checking portion of the model development focused on fixing coding errors before the calibration process began. Error checking is a process that includes a review of the coded data and a review of the animation. All coded data (geometry, speeds, signal timing data, stop and yield controls, transit data, and traffic volumes) was reviewed by the model developer and quality control reviewer.

A review of the animation was conducted to determine locations where conflict areas or priority rules might be missing, where signal timing may not be operating correctly or any other locations where generally coded parameters may have been overlooked.

³ Traffic Analysis Toolbox Volume III: Guidelines for Applying Traffic Microsimulation Modeling Software. Federal Highway Administration (FHWA). August 2003.

CALIBRATION

Upon the completion of the error checking, DKS calibrated the simulation model following the "Traffic Throughput and Queuing Calibration Criteria" in the WSDOT Simulation Protocol. The model validation was based on 11 simulation runs to account for variation, based on guidance in the WSDOT Vissim Protocol.

The following calibration targets were used for the existing year Vissim model:

- A quantitative comparison between real-world data and model output results for traffic volumes.
- A qualitative comparison (visual inspection) of queuing and general operations along the entire study area based on comparison of collected data and field observation. See the congestion plots in **Appendix 5**.
- Vehicle travel time along multiple corridors in some models.

The initial calibration target set was for traffic volume throughput compared to input. Per the WSDOT Vissim Protocol guidelines, individual turn movements at all intersections within the calibration area were calibrated within an acceptable GEH Statistic⁴. The GEH statistic was calculated for all study intersections for the two-hour model period. The traffic volume calibration results are documented in **Appendix 2**.

The travel time segments used in calibration were as follows:

- **Broadway Street / Main Street Northbound**: from Broadway Street, starting south of Fourth Plain Boulevard, continuing north to Main Street through the intersection with NE Hazel Dell Avenue
- **Main Street Southbound**: from Main Street, upstream of the I-5 southbound off-ramp, through Fourth Plain Boulevard

To best replicate field conditions, the Vissim model calibration process implemented a variety of standard techniques were appropriate, including:

- Lane change distance on turning movement connectors to capture upstream lane utilization and vehicle positioning.
- Intersection "keep clear" zones through congested intersections.

CALIBRATION SUMMARY

The GEH statistic check at all count locations indicates that the initial calibration target of traffic volumes was met per WSDOT Vissim Protocol guidelines. All movements meet the criteria of GEH < 5 and most movements have a GEH < 1. See **Appendix 2** for full results.

The vehicle travel time outputs from Vissim models were compared to travel time data from Google typical traffic. Vehicle travel times are within the travel time confidence interval target from the

⁴ The GEH statistic is a formula used to compare two sets of traffic volumes. It is a continuous volume tolerance formula that was developed to overcome the wide range and variation in volume data possible in a traffic model.

Vissim protocol and are also consistent with Google typical traffic. See Table 1 (pg. 10) for complete travel time results.

MEASURES OF EFFECTIVENESS

The following Measures of Effectiveness (MOEs) were reported from the Vissim models for the AM and PM peak hours:

- Travel time (along the Main Street and Broadway Street segments)
- Delay at study intersections
- Congestion plots for the AM and PM peak periods
- Average and 95th-percentile queue lengths at study intersection approaches
- · System network delay, vehicle throughput, and unserved demand

TRAVEL TIME - MOTOR VEHICLES

Table 1 reports the travel time comparison between the Vissim model results and travel time data gathered from the Google Maps API for general-purpose motor vehicles. Both travel time segments met calibration targets for the AM and PM peaks.

TABLE 1: TRAVEL TIME RESULTS (MOTOR VEHICLES)

TDAVEL TIME		TRA	VEL TI	ME (MII	N:SEC)	- DIFFERENCE	CONFIDENCE	CALIBRATION
TRAVEL TIME SEGMENT BROADWAY ST/MAIN ST NB	HOUR	Vissim Model			Google API	(SECONDS)	INTERVAL (SECONDS)	STATUS
		Avg.	Min.	Max.	Avg.			
BROADWAY	7:15- 8:15 AM	4:04	2:19	6:07	3:53	+11	+/- 35	Pass
ST/MAIN ST NB	4:00- 5:00 PM	4:14	2:04	6:32	4:12	+2	+/- 42	Pass
MAIN ST SP	7:15- 8:15 AM	4:36	2:51	6:50	4:23	+13	+/- 41	Pass
PIAIN 31 3D	4:00- 5:00 PM	4:51	2:56	7:09	4:45	+6	+/- 48	Pass

DELAY

Motor vehicle delay measurements were calculated over the peak hour for each model. Delay reported for a study intersection is measured back to the next intersection only. The full intersection delay summary is shown in Table 2, with delay results by movement provided in **Appendix 3**.

TABLE 2: OVERALL INTERSECTION DELAY RESULTS - EXISTING CONDITIONS

INTERSECTION	CONTROL TYPE	AM P	EAK	PM P	EAK
INTERSECTION	CONTROL TYPE	Delay (s)	LOS	Delay (s)	LOS
MAIN ST & NE HAZEL DELL AVE	Signal	8	А	8	А
MAIN ST & NE 45TH ST	Signal	13	В	10	В
MAIN ST & E 40TH ST	Signal	5	А	5	А
MAIN ST & E 39TH ST	Signal	25	С	34	С
MAIN ST & E 37TH ST / SAFEWAY DWY	Side-Street Stop	1	А	2	А
MAIN ST & E 33RD ST	Signal	14	В	18	В
MAIN ST / BROADWAY ST & 29TH ST	Side-Street Stop	3	А	2	А
MAIN ST & 28TH ST	Side-Street Stop	2	А	1	А
MAIN ST & 27TH ST	Side-Street Stop	5	А	1	А
MAIN ST & FOURTH PLAIN BLVD	Signal	26	С	32	С
BROADWAY ST & E FOURTH PLAIN BLVD	Signal	17	В	17	В

CONGESTION

The simulation model was also used to measure motor vehicle delay relative to desired speed as an indicator of congestion. The delay is measured as a percentage as percent of travel time for a given roadway segment. The figures in **Appendix 5** show the relative delay (queues) for each 15-minute interval during the 7-9 AM or 4-6 PM analysis period, as averaged over 11 simulations. The colors shown in these figures indicate the following approximate queue states:

- Dark Green = Free flow, no delay (delay less than 5 percent of travel time)
- Light green = Slight slowing (5-20 percentile)
- Yellow = Increased slowing, but not yet stop and go (20-40 percentile)
- Orange = Furthest extend of stop and go queues, rough approximation of 95th percentile queue (40-60 percentile)
- Red = Fluctuates between low-speed flow and stopped queue (60-80 percentile)
- Dark Red = Stop and go queue during the entire 15-minutes peak interval (delay greater than 80 percentile of travel time)

Congestion plots for the peak 15-minute period during the AM peak hour and PM peak hour simulation runs are shown in Figure 6.





FIGURE 6: PEAK 15-MINUTE CONGESTION PLOT

QUEUE LENGTHS

Queue lengths are reported for each study intersection over the peak hour. To calculate 95th-percentile queues, the queue length data was collected from Vissim using queue counters on all approaches using 120-second intervals, or 30 queue length measurements over the entire hour.

Storage lengths (at turn bays), average queue lengths and 95th-percentile queues are reported in **Appendix 4**, with queue results at selected intersections shown in Table 3.

TABLE 3: VISSIM QUEUE LENGTH RESULTS (AT SELECTED INTERSECTIONS)

		STORAGE	АМ Б	PEAK	РМ Г	PEAK
INTERSECTION	MOVEMENT	LENGTH (FT) ^A	Average Queue (ft)	95th-%ile Queue (ft)	Average Queue (ft)	95th-%ile Queue (ft)
	NBL	200	25	80	0	0
	NBT	1100	40	90	55	140
MAIN ST & 45TH ST	SBT/R	640	140	325	35	80
	EBL	100	150	400	65	125
	EBR		20	40	30	80
	NBL	70	25	60	100	245
	NBT/R	460	60	110	175	290
	SBL	70	125	250	105	185
MAIN ST & 39TH ST	SBT/R	350	165	285	125	210
MAIN 31 & 39111 31	EBL	130	55	110	110	195
	EBT/R		195	420	265	480
	WBL	130	90	290	35	85
	WBT/R		185	380	280	540
	NBL	50	15	45	30	105
	NBT/R	1050	45	85	125	250
	SBL	70	50	155	40	90
MAIN ST & 33RD ST	SBT/R	1050	135	250	80	145
PIATH 31 & 33RD 31	EBL	70	25	60	55	110
	EBT/R		25	60	45	105
	WBL	70	20	45	30	65
	WBT/R		40	90	60	125

A Storage lengths are measured to end of turn pocket or to the adjacent study intersection **Bold** indicates queue exceeds storage length

SYSTEM PERFORMANCE

System performance was measured through system network delay (reported as vehicle hours of delay), system vehicle throughput (vehicles arrived) and system unserved demand (latent demand) for the one-hour simulation period. The system performance measure results are shown in Table 4.

TABLE 4: SYSTEM PERFORMANCE RESULTS

SYSTEM PERFORMANCE MEASURE	EXISTING CONDITIONS AM PEAK	EXISTING CONDITIONS PM PEAK
NETWORK DELAY (VEHICLE HOURS OF DELAY)	55	59
VEHICLE THROUGHPUT (VEHICLES ARRIVED)	3687	4939
UNSERVED DEMAND (LATENT DEMAND)	0	0

INTERSECTION CAPACITY ANALYSIS RESULTS

An intersection capacity analysis was performed using Synchro as part of the C-TRAN Highway 99 BRT study over several intersections of the Upper Main Street corridor. The capacity analysis included the following MOEs: level of service (LOS), delay, and volume-to-capacity ratios for each study intersection. Table 5 and Table 6 show the capacity analysis results from the previous study over the AM and PM peak hours, respectively. More information can be found in the existing conditions memo for the Highway 99 BRT study.

TABLE 5: HIGHWAY 99 INTERSECTION CAPACITY RESULTS - AM PEAK HOUR

INTERSECTION	CONTROL TYPE	JURISDICTION	MOBILITY TARGET	DELAY (SEC)	LOS	V/C RATIO
MAIN ST & 39TH ST	Signalized	City	LOS D	38	D	0.67
MAIN ST & 33RD ST	Signalized	City	LOS D	17	В	0.35
BROADWAY ST & FOURTH PLAIN BLVD	Signalized	City	LOS D	13	В	0.23

TABLE 6: HIGHWAY 99 INTERSECTION CAPACITY RESULTS - PM PEAK HOUR

INTERSECTION	CONTROL TYPE	JURISDICTION	MOBILITY TARGET	DELAY (SEC)	LOS	V/C RATIO
MAIN ST & HAZEL DELL AVE	Signalized	WSDOT	LOS D	2	Α	0.78
MAIN ST & 45TH ST	Signalized	City	LOS D	15	В	0.43
MAIN ST & 40TH ST	Signalized	City	LOS D	4	А	0.31
MAIN ST & 39TH ST	Signalized	City	LOS D	36	D	0.71
MAIN ST & 33RD ST	Signalized	City	LOS D	21	С	0.45
MAIN ST & FOURTH PLAIN BLVD	Signalized	City	LOS D	32	С	0.59
BROADWAY ST & FOURTH PLAIN BLVD	Signalized	City	LOS D	15	В	0.69
MAIN ST & 29TH ST	TWSC	City	v/c >0.95	15	С	0.38

STREETLIGHT AND OD ANALYSIS

An analysis of travel patterns in the Upper Main Street corridor area was performed to determine key existing origin-destination patterns. This information will be used to help inform traffic analysis for the project and any analysis of diversion trends in the future. To perform the analysis of travel patterns, two sources were used: the SW RTC travel demand model for existing (2015) and future (2040) years and Streetlight Data from 2019-2022. Streetlight Data is passively collected location-based data (often sourced from cell phones, connected vehicles, etc.) that is anonymized, cleaned of data anomalies, and aggregated to be able to represent travel patterns in an area. The data was queried for several roadway segments in the Upper Main Street area to determine routing and destinations for people driving along Main Street. Additionally, similar analysis using a "select link" analysis method was performed in the travel demand models for comparison.

STREETLIGHT DATA

Key findings from the analysis are provided below. Full plots for all the data queries using Streetlight Data and model plots can be found in **Appendix 6** for reference. In general, the following trends were found:

- COVID-19 and stay at home measures did impact travel patterns and the number of travelers in the area. Travel decreased and less diversion routes were used.
- Streetlight Data from 2022 reflects a return to normalcy, reflecting similar travel patterns observed in 2019.
- Streetlight data was able to reflect more diversion routes used than in a travel demand model. This is reflective of how a travel demand model functions. Typically, trips are assigned to the

fastest route and not all route variations are used. Additionally, Streetlight data may reflect the impact of diversion events in route choice, whereas the model reflects an average condition.

When looking at specific locations, detailed routes and potential for diversion or neighborhood cut through can be identified. When looking at the Main Street I-5 off ramp in the AM peak period, most travelers are headed south of 39th Street, with about a third heading downtown. There are small, but noticeable routes that use the Main Street off-ramp as a diversion route to skip congestion on I-5. These trips are shown getting off the freeway at Main Street and then getting back on at the Fourth Plain Boulevard or Mill Plain Boulevard ramps. When looking at the PM peak period, the trips tend to disperse before reaching downtown and less diversion routes from the freeway are used, likely due to less congestion in the southbound direction at this time. Figure 7 below shows what the query results look like in the Streetlight Data platform.

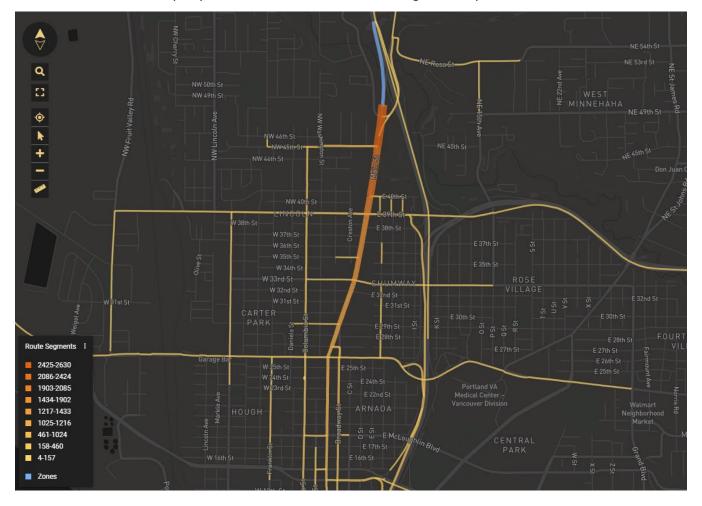


FIGURE 7: MAIN STREET OFF-RAMP TRAVEL PATTERNS (2019 AM PEAK PERIOD)

When looking at travel patterns north of I-5 on Highway 99, travelers were headed for an I-5 on ramp or access to SR 500 or Fourth Plain Boulevard. There was less demand for access to downtown via Highway 99, as these trips likely used I-5 for quicker access.

In addition, several roadway segments around the Main Street/39th Street intersection were selected to analyze trip patterns. Generally, travel destinations for people traveling through the

intersection included industrial areas to the west, accessed via 39th Street or Fourth Plain Boulevard, Sr 500 heading east, and various businesses along Main Street north of downtown. East-west along 39th Street appears to be a key connection for travelers on SR 500 to access the industrial area to the west and vice versa.

Regarding potential diversion routes, segments along Columbia Street and Fourth Plain Boulevard were analyzed. The results on Columbia Street tend to show lower volumes than on the parallel Main Street facility, and most trips stay on Columbia into the downtown area. Similarly, travelers on Fourth Plain Boulevard stay on Fourth Plain Boulevard to access the industrial area to the west, with a few trips headed downtown. These trends are similar in both the AM and PM peak periods, however the direction of trips tends to be reversed, with people heading to work in the AM and home in the PM.

MODEL COMPARISONS

When looking at additional information the travel demand models can provide regarding trip making behavior, the comparison of model years can be the most instructive. As mentioned previously, travel demand models reflect a limited selection of existing year travel patterns. So, Streetlight Data was used to expound upon existing travel trends, while the model comparisons shed some light on future trends.

When comparing the 2015 existing and 2040 future year model volumes for both the AM and PM peak periods, key findings are as follows:

- There are major increases in roadway capacity along I-5, due to the assumption of a new interstate bridge and the improvements that would come with that project, north of the river.
- A very small growth in volume is shown along Main Street, likely due to the increase capacity on the highway, which decreases the need for early diversion off the highway.
- In the greater downtown area, most growth is shown in the port and industrial area to the west, as well as the south waterfront area.

The following table shows the average number of new trips and percent growth for the study area which includes Main Street from I-5 to downtown and the surrounding area west of I-5. These percent growths indicate that the area is relatively built out and will not see concentrated growth in the future.

TABLE 7: 2040-2015 TRIP GROWTH IN UPPER MAIN STREET AREA

TRIPS	AM PEAK HOUR	PM PEAK HOUR
Average New Trips	172	140
Average Percent Growth	26%	19%
Average Percent Growth Per Year	1.0%	0.8%

Based on model plot comparisons, the combination of less growth in built out areas and increased capacity on I-5 would result in less potential for major diversion occurring on a regular basis. There

are no huge changes in travel patterns forecasted in the future in the Upper Main Street study area, compared to existing conditions.

KEY FINDINGS AND NEXT STEPS

Throughout the study area network, all intersections showed generally favorable operations, with no areas over capacity and queue lengths not showing long spillbacks. The exceptions to this occurred at the following places:

- Fourth Plain Boulevard, where east- and westbound left turning vehicles showed moderately high (LOS E) delay at the intersection with Main Street, and eastbound queues occasionally extended past Columbia Street during the PM peak
- Main Street and E 39th Street, which saw moderate to high (LOS D/E) delay for the southbound left turn, where the queue at times would spill back into the inside southbound through lane during both the AM and PM peak periods. This condition was observed in the field and is present in the model, resulting in congestion through the 40th Avenue traffic signal.

These results were meant to reflect an average weekday peak period, and did not include results for high traffic diversion from I-5 onto Main Street. Such diversion scenarios would likely create an over-capacity condition along Main Street as congestion between that corridor and I-5 are balanced. Evaluating lane conversion scenarios will also be done in context of future traffic volumes to reflect typical operations during the future-year scenarios.

Following this existing conditions analysis, traffic forecasts will be developed for year 2027 (C-TRAN Hwy 99 BRT opening year) and year 2040 (RTC Regional Transportation Plan horizon) analyses. For those future years, no-build scenarios as well as build option scenarios will be made for the AM and PM peaks. This analysis will determine if and where lane conversions can occur to better support transit and active transportation along the Upper Main Street Corridor.

APPENDIX

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- 2. VISSIM MODEL GEH STATISTIC
- 3. VISSIM MODEL DELAY
- 4. VISSIM MODEL QUEUE LENGTHS
- 5. VISSIM MODEL CONGESTION PLOTS
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1. TRAFFIC COUNTS



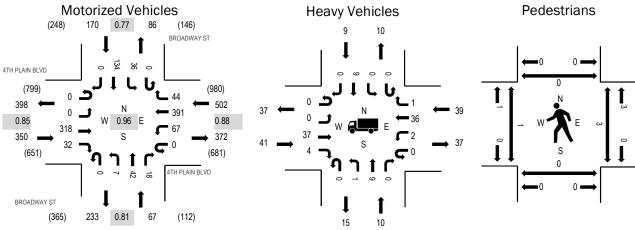
Location: 1 BROADWAY ST & 4TH PLAIN BLVD AM

Date: Thursday, November 17, 2022

Peak Hour: 07:20 AM - 08:20 AM

Peak 15-Minutes: 07:50 AM - 08:05 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	11.7%	0.85
WB	7.8%	0.88
NB	14.9%	0.81
SB	5.3%	0.77
All	9.1%	0.96

Interval		Easth	AIN BLV[bound)		West	AIN BLVI bound)			WAY ST				WAY ST			Rolling
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour
6:30 AM	0	0	17	0	0	5	37	0	0	0	2	1	0	0	1	0	63	899
6:35 AM	0	0	15	1	0	1	44	2	0	0	0	1	0	0	2	0	66	931
6:40 AM	0	0	17	0	0	3	37	4	0	0	1	0	0	1	1	0	64	937
6:45 AM	0	0	18	1	0	0	42	0	0	0	2	0	0	2	2	0	67	970
6:50 AM	0	0	24	3	0	4	38	0	0	1	3	0	0	1	2	0	76	991
6:55 AM	0	0	23	1	0	3	29	1	0	0	3	2	0	2	3	0	67	1,008
7:00 AM	0	0	22	3	0	4	29	2	0	0	1	2	0	3	4	0	70	1,036
7:05 AM	0	0	26	5	0	6	28	5	0	1	3	0	0	5	7	0	86	1,061
7:10 AM	0	0	35	3	0	4	20	2	0	0	4	0	0	2	9	0	79	1,067
7:15 AM	0	0	25	3	0	3	25	4	0	0	3	2	0	1	16	0	82	1,075
7:20 AM	0	0	30	8	0	3	28	1	0	1	4	2	0	4	19	0	100	1,089
7:25 AM	0	0	18	2	0	4	29	4	0	0	4	1	0	4	13	0	79	1,089
7:30 AM	0	0	35	0	0	3	24	4	0	2	5	1	0	3	18	0	95	
7:35 AM	0	0	24	5	0	3	22	2	0	0	4	1	0	2	9	0	72	
7:40 AM	0	0	31	0	0	6	36	3	0	0	1	1	0	2	17	0	97	
7:45 AM	0	0	23	2	0	6	37	1	0	0	6	1	0	2	10	0	88	
7:50 AM	0	0	29	1	0	5	28	6	0	2	2	2	0	9	9	0	93	
7:55 AM	0	0	18	5	0	8	41	9	0	0	2	0	0	2	10	0	95	
8:00 AM	0	0	20	3	0	6	44	1	0	1	5	3	0	3	9	0	95	
8:05 AM	0	0	27	3	0	5	33	4	0	0	3	1	0	2	14	0	92	
8:10 AM	0	0	31	2	0	10	33	2	0	0	1	3	0	1	4	0	87	
8:15 AM	0	0	32	1	0	8	36	7	0	1	5	2	0	2	2	0	96	
8:20 AM	0	0	30	3	0	6	42	5	0	0	3	3	0	1	7	0	100	
8:25 AM	0	0	23	3	0	9	28	6	0	0	4	3	0	2	4	0	82	
Count Total	0	0	593	58	0	115	790	75	0	9	71	32	0	56	192	0	1,991	
Peak Hour	0	0	318	32	0	67	391	44	0	7	42	18	0	36	134	0	1,089	J

Interval		Hea	avy Vehicle	es		Interval		Bicycle	es on Road	dway		Interval	Ped	destrians/E	Bicycles on	Crosswa	lk
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total
6:30 AM	0	0	4	0	4	6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0
6:35 AM	2	0	1	1	4	6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0
6:40 AM	5	0	3	1	9	6:40 AM	0	0	0	0	0	6:40 AM	0	0	0	0	0
6:45 AM	3	2	6	0	11	6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0
6:50 AM	5	1	2	0	8	6:50 AM	0	0	0	0	0	6:50 AM	0	0	0	0	0
6:55 AM	3	0	5	0	8	6:55 AM	0	0	0	0	0	6:55 AM	0	1	1	0	2
7:00 AM	2	0	6	0	8	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	3	0	6	1	10	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	3	0	1	1	5	7:10 AM	0	0	0	0	0	7:10 AM	0	1	0	0	1
7:15 AM	4	1	6	0	11	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	5	2	1	1	9	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	3	0	1	0	4	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	4	0	4	0	8	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	1	1	3	1	6	7:35 AM	0	0	0	0	0	7:35 AM	0	0	1	0	1
7:40 AM	3	0	2	3	8	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	5	0	4	0	9	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	2	1	0	1	4	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	3	1	1	0	5	7:55 AM	0	0	0	0	0	7:55 AM	0	0	2	0	2
8:00 AM	1	2	7	1	11	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	4	1	6	0	11	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	3	0	6	2	11	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	7	2	4	0	13	8:15 AM	0	0	0	0	0	8:15 AM	1	0	0	0	1
8:20 AM	6	0	5	1	12	8:20 AM	0	0	0	0	0	8:20 AM	1	0	0	0	1
8:25 AM	4	1	3	0	8	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
Count Total	81	15	87	14	197	Count Total	0	0	0	0	0	Count Total	2	2	4	0	8
Peak Hour	41	10	39	9	99	Peak Hour	0	0	0	0	0	Peak Hour	1	0	3	0	4

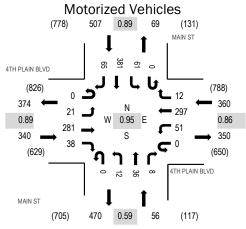


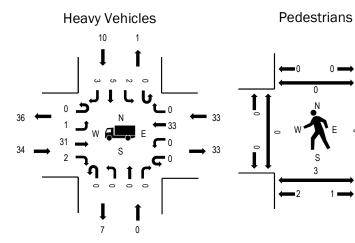
Location: 2 MAIN ST & 4TH PLAIN BLVD AM

Date: Thursday, November 17, 2022 **Peak Hour:** 07:05 AM - 08:05 AM

Peak 15-Minutes: 07:10 AM - 07:25 AM

Peak Hour





Note: Total study counts contained in parentheses.

	HV%	PHF
EB	10.0%	0.89
WB	9.2%	0.86
NB	0.0%	0.59
SB	2.0%	0.89
All	6.1%	0.95

Interval			AIN BLVE)			AIN BLVI bound)		MAII North	N ST bound				N ST nbound			Rollin
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour
6:30 AM	0	0	17	0	0	0	37	2	0	0	3	0	0	2	7	6	74	1,07
6:35 AM	0	0	13	1	0	3	37	0	0	0	2	1	0	0	7	2	66	1,10
6:40 AM	0	2	14	0	0	0	41	0	0	0	1	0	0	1	2	4	65	1,13
6:45 AM	0	1	22	1	0	2	37	0	0	0	1	0	0	1	8	9	82	1,18
6:50 AM	0	1	21	0	0	1	38	0	0	2	0	0	0	3	10	8	84	1,19
6:55 AM	0	1	22	3	0	4	28	1	0	0	0	0	0	2	17	5	83	1,22
7:00 AM	0	0	18	1	0	0	26	0	0	0	0	1	0	5	24	5	80	1,24
7:05 AM	0	2	19	2	0	6	22	0	0	0	3	0	0	8	37	7	106	1,26
7:10 AM	0	2	31	7	0	2	14	1	0	1	5	1	0	10	41	2	117	1,26
7:15 AM	0	2	23	1	0	3	27	1	0	5	3	0	0	4	32	2	103	1,25
7:20 AM	0	2	23	4	0	5	21	1	0	1	7	1	0	12	31	6	114	1,2
7:25 AM	0	0	21	2	0	2	28	1	0	2	2	0	0	4	31	6	99	1,24
7:30 AM	0	2	26	4	0	1	19	1	0	0	0	2	0	3	31	12	101	
7:35 AM	0	3	25	3	0	3	20	1	0	1	1	1	0	4	29	6	97	
7:40 AM	0	3	27	2	0	2	36	0	0	0	4	0	0	4	32	7	117	
7:45 AM	0	3	23	5	0	5	22	0	0	0	3	0	0	3	29	5	98	
7:50 AM	0	1	23	1	0	6	31	1	0	0	0	3	0	4	30	6	106	
7:55 AM	0	0	20	3	0	9	30	2	0	2	5	0	0	2	34	3	110	
8:00 AM	0	1	20	4	0	7	27	3	0	0	3	0	0	3	24	3	95	
8:05 AM	0	0	22	2	0	8	25	0	0	0	9	0	0	5	25	7	103	
8:10 AM	0	1	32	1	0	8	25	1	0	1	4	4	0	1	25	9	112	
8:15 AM	0	2	30	1	0	7	29	0	0	1	9	1	0	4	15	4	103	
8:20 AM	0	1	29	1	0	7	30	0	0	2	3	3	0	1	20	3	100	
8:25 AM	0	4	22	3	0	4	26	1	0	0	12	1	0	2	17	5	97	
Count Total	0	34	543	52	0	95	676	17	0	18	80	19	0	88	558	132	2,312	
Peak Hour	0	21	281	38	0	51	297	12	0	12	36	8	0	61	381	65	1,263	

Interval		Hea	avy Vehicle	es		Interval		Bicycle	es on Road	lway		Interval	Ped	destrians/E	Bicycles on	Crosswa	lk
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total
6:30 AM	1	0	4	0	5	6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0
6:35 AM	1	0	1	0	2	6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0
6:40 AM	5	0	3	0	8	6:40 AM	0	0	0	0	0	6:40 AM	0	0	0	0	0
6:45 AM	6	1	4	1	12	6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0
6:50 AM	4	0	4	1	9	6:50 AM	0	0	0	0	0	6:50 AM	0	1	0	0	1
6:55 AM	2	0	4	1	7	6:55 AM	0	0	0	0	0	6:55 AM	0	0	0	0	0
7:00 AM	2	0	7	0	9	7:00 AM	0	0	0	0	0	7:00 AM	1	0	0	1	2
7:05 AM	1	0	4	0	5	7:05 AM	0	0	0	0	0	7:05 AM	0	1	0	0	1
7:10 AM	6	0	1	1	8	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	4	0	5	0	9	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	1	0	1	2	4	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	3	0	2	1	6	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	3	0	2	0	5	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	3	0	3	2	8	7:35 AM	0	0	0	0	0	7:35 AM	0	1	0	0	1
7:40 AM	2	0	3	0	5	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	5	0	3	1	9	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	3	0	1	0	4	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	2	0	1	2	5	7:55 AM	0	0	0	0	0	7:55 AM	0	1	0	0	1
8:00 AM	1	0	7	1	9	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	3	1	4	1	9	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	4	0	5	0	9	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	7	0	6	0	13	8:15 AM	0	0	0	0	0	8:15 AM	0	1	0	0	1
8:20 AM	7	0	5	0	12	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	5	0	3	0	8	8:25 AM	0	0	0	0	0	8:25 AM	1	0	0	0	1
Count Total	81	2	83	14	180	Count Total	0	0	0	0	0	Count Total	2	5	0	1	8
Peak Hour	34	0	33	10	77	Peak Hour	0	0	0	0	0	Peak Hour	0	3	0	0	3



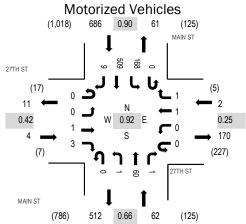
Location: 3 MAIN ST & 27TH ST AM

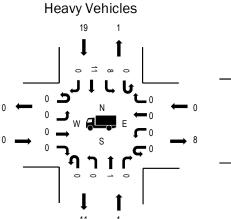
Date: Thursday, November 17, 2022

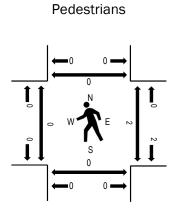
Peak Hour: 07:05 AM - 08:05 AM

Peak 15-Minutes: 07:10 AM - 07:25 AM

Peak Hour







Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.42
WB	0.0%	0.25
NB	1.6%	0.66
SB	2.8%	0.90
All	2.7%	0.92

Interval			H ST cound				H ST bound				N ST bound			MAII	N ST bound			Rolling
Start Time	U-Turn	Left	Thru	Right	Total	Hour												
6:30 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	1	13	0	19	518
6:35 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	3	11	0	16	565
6:40 AM	0	0	0	0	0	0	0	0	0	0	3	1	0	1	6	0	11	603
6:45 AM	0	0	1	0	0	0	0	0	0	0	2	0	0	3	19	0	25	663
6:50 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	3	23	2	29	695
6:55 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	5	29	0	36	726
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7	38	0	45	743
7:05 AM	0	0	0	0	0	0	0	1	0	0	5	0	0	10	55	0	71	754
7:10 AM	0	0	0	1	0	0	0	0	0	0	8	0	0	11	48	1	69	739
7:15 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	15	42	0	63	717
7:20 AM	0	0	0	0	0	0	1	0	0	0	3	0	0	20	49	1	74	688
7:25 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	16	41	0	60	655
7:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	16	47	0	66	
7:35 AM	0	0	0	0	0	0	0	0	0	0	4	1	0	10	38	1	54	
7:40 AM	0	0	1	0	0	0	0	0	0	1	6	0	0	18	45	0	71	
7:45 AM	0	0	0	1	0	0	0	0	0	0	6	0	0	12	35	3	57	
7:50 AM	0	0	0	1	0	0	0	0	0	0	2	0	0	17	40	0	60	
7:55 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	10	35	2	53	
8:00 AM	0	0	0	0	0	0	0	0	0	0	8	0	0	13	34	1	56	
8:05 AM	0	0	1	0	0	0	0	0	0	0	8	1	0	15	31	0	56	
8:10 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	4	36	1	47	
8:15 AM	0	0	1	0	0	0	0	0	0	0	11	0	0	2	20	0	34	
8:20 AM	0	0	0	0	0	0	0	3	0	0	4	0	0	6	27	1	41	
8:25 AM	0	0	0	0	0	0	0	0	0	0	17	0	0	2	21	2	42	
Count Total	0	0	4	3	0	0	1	4	0	1	121	3	0	220	783	15	1,155	_
Peak Hour	0	0	1	3	0	0	1	1	0	1	60	1	0	168	509	9	754	

Interval		Hea	avy Vehicl	es		Interval		Bicycle	s on Road	dway		Interval	Ped	destrians/E	Bicycles on	Crosswa	lk
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total
6:30 AM	0	0	0	1	1	6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0
6:35 AM	0	0	0	1	1	6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0
6:40 AM	0	2	0	1	3	6:40 AM	0	0	0	0	0	6:40 AM	0	0	0	0	0
6:45 AM	0	1	0	2	3	6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0
6:50 AM	0	0	0	1	1	6:50 AM	0	0	0	0	0	6:50 AM	0	0	0	0	0
6:55 AM	0	0	0	1	1	6:55 AM	0	0	0	0	0	6:55 AM	0	0	0	0	0
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	3	0	3
7:05 AM	0	0	0	2	2	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	1	0	1	2	7:10 AM	0	0	0	0	0		0	0	0	0	0
7:15 AM	0	0	0	2	2	7:15 AM	0	0	0	0	0	7:15 AM	0	0	1	0	1
7:20 AM	0	0	0	2	2	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	1	1	7:25 AM	0	0	0	0	0	7:25 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
7:35 AM	0	0	0	3	3	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	0	0	2	2	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	1	1	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	0	0	2	2	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	0	0	1	1	7:55 AM	0	0	0	0	0	7:55 AM	0	0	1	0	1
8:00 AM	0	0	0	2	2	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	1	0	4	5	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0	8:10 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	0	0	0	0
8:20 AM	0	0	0	1	1	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	2	0	0	0	2
Count Total	0	5	0	31	36	Count Total	0	0	0	0	0	Count Total	2	0	5	0	7
Peak Hour	0	1	0	19	20	Peak Hour	0	0	0	0	0	Peak Hour	0	0	2	0	2



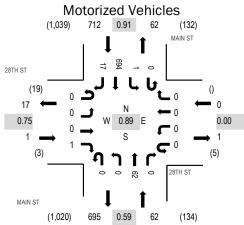
Location: 4 MAIN ST & 28TH ST AM

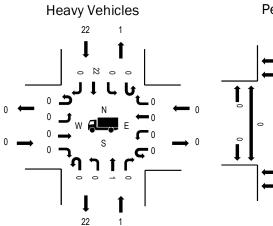
Date: Thursday, November 17, 2022

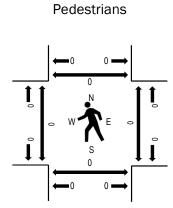
Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:10 AM - 07:25 AM

Peak Hour







Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.75
WB	0.0%	0.00
NB	1.6%	0.59
SB	3.1%	0.91
All	3.0%	0.89

manno ocume																		
			HST				TH ST				N ST				N ST			
Interval			oound				bound				bound				nbound			Rolling
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour
6:30 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	16	0	20	547
6:35 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	11	0	12	591
6:40 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	12	0	17	638
6:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	24	0	25	687
6:50 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	24	0	26	719
6:55 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	36	0	37	750
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	59	0	60	775
7:05 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	60	3	69	767
7:10 AM	0	0	0	0	0	0	0	0	0	0	8	0	0	1	56	2	67	754
7:15 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	70	2	78	722
7:20 AM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	61	2	72	677
7:25 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	59	2	64	659
7:30 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	59	1	64	
7:35 AM	0	0	0	1	0	0	0	0	0	0	3	0	0	0	55	0	59	
7:40 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	60	0	66	
7:45 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	51	0	57	
7:50 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	53	1	57	
7:55 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	51	4	62	
8:00 AM	0	0	1	0	0	0	0	0	0	0	7	0	0	0	43	1	52	
8:05 AM	0	0	0	0	0	0	0	0	0	0	8	1	0	0	46	1	56	
8:10 AM	0	0	0	0	0	0	0	0	0	0	4	1	0	0	30	0	35	
8:15 AM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	22	0	33	
8:20 AM	0	0	1	0	0	0	0	0	0	0	10	0	0	0	43	0	54	
8:25 AM	0	0	0	0	0	0	0	0	0	0	16	0	0	0	18	0	34	
Count Total	0	0	2	1	0	0	0	0	0	0	132	2	0	1	1,019	19	1,176	_
Peak Hour	0	0	0	1	0	0	0	0	0	0	62	0	0	1	694	17	775	
																		=

Interval		Hea	avy Vehicle	es		Interval		Bicycle	es on Road	dway		Interval	Ped	destrians/E	Bicycles on	Crosswa	lk
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total
6:30 AM	0	0	0	2	2	6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0
6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0
6:40 AM	0	3	0	1	4	6:40 AM	0	0	0	0	0	6:40 AM	0	0	0	0	0
6:45 AM	0	0	0	2	2	6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0
6:50 AM	0	0	0	2	2	6:50 AM	0	0	0	0	0	6:50 AM	0	0	0	0	0
6:55 AM	0	0	0	0	0	6:55 AM	0	0	0	0	0	6:55 AM	0	0	0	0	0
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	4	4	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	1	0	0	1	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	2	2	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	2	2	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	1	1	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	1	1	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	0	3	3	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	0	0	4	4	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	1	1	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	0	0	2	2	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	0	0	2	2	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	3	3	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	0	0	2	2	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0	8:10 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	0	0	0	0
8:20 AM	0	0	0	2	2	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
Count Total	0	4	0	36	40	Count Total	0	0	0	0	0	Count Total	0	0	0	0	0
Peak Hour	0	1	0	22	23	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0



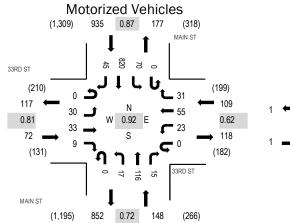
Location: 6 MAIN ST & 33RD ST AM

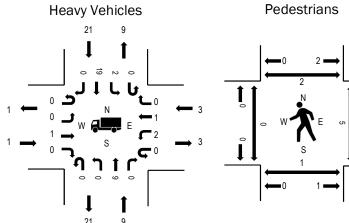
Date: Thursday, November 17, 2022

Peak Hour: 07:05 AM - 08:05 AM

Peak 15-Minutes: 07:20 AM - 07:35 AM

Peak Hour





Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.4%	0.81
WB	2.8%	0.62
NB	6.1%	0.72
SB	2.2%	0.87
All	2.7%	0.92

Interval			D ST bound				D ST bound				N ST ibound				N ST nbound			Rolling
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour
6:30 AM	0	1	3	0	0	0	2	1	0	0	8	1	0	1	15	0	32	813
6:35 AM	0	0	2	0	0	1	8	2	0	0	4	0	0	1	9	0	27	897
6:40 AM	0	1	2	1	0	0	4	1	0	0	6	0	0	0	11	1	27	971
6:45 AM	0	3	0	0	0	3	7	2	0	0	2	1	0	0	23	2	43	1,041
6:50 AM	0	0	2	1	0	2	4	4	0	0	2	0	0	3	25	4	47	1,117
6:55 AM	0	0	1	0	0	1	4	0	0	0	4	1	0	3	37	0	51	1,177
7:00 AM	0	2	2	2	0	2	3	1	0	0	7	0	0	2	53	0	74	1,222
7:05 AM	0	1	1	2	0	1	3	0	0	1	10	1	0	0	73	0	93	1,264
7:10 AM	0	2	2	0	0	2	4	5	0	1	11	2	0	4	60	1	94	1,257
7:15 AM	0	0	2	1	0	4	1	3	0	2	10	0	0	5	65	6	99	1,211
7:20 AM	0	1	1	0	0	3	2	1	0	1	14	0	0	9	78	1	111	1,176
7:25 AM	0	2	4	2	0	1	5	1	0	2	9	2	0	7	75	5	115	1,142
7:30 AM	0	3	5	1	0	1	3	0	0	2	6	0	0	7	81	7	116	
7:35 AM	0	2	1	0	0	2	4	2	0	2	8	1	0	4	72	3	101	
7:40 AM	0	5	2	0	0	0	5	2	0	0	5	2	0	5	69	2	97	
7:45 AM	0	3	2	0	0	2	9	7	0	1	11	1	0	7	69	7	119	
7:50 AM	0	6	5	1	0	5	9	1	0	2	12	1	0	7	53	5	107	
7:55 AM	0	2	5	1	0	2	5	5	0	0	9	3	0	8	53	3	96	
8:00 AM	0	3	3	1	0	0	5	4	0	3	11	2	0	7	72	5	116	
8:05 AM	0	3	3	1	0	1	3	2	0	1	13	1	0	6	45	7	86	
8:10 AM	0	0	4	0	0	1	4	5	0	3	6	1	0	0	24	0	48	
8:15 AM	0	1	5	1	0	0	2	4	0	3	17	1	0	3	24	3	64	
8:20 AM	0	3	1	1	0	3	4	0	0	0	13	1	0	3	38	10	77	
8:25 AM	0	4	8	1	0	3	4	2	0	3	17	2	0	0	14	7	65	
Count Total	0	48	66	17	0	40	104	55	0	27	215	24	0	92	1,138	79	1,905	_
Peak Hour	0	30	33	9	0	23	55	31	0	17	116	15	0	70	820	45	1,264	_

Interval		Hea	avy Vehicle	es		Interval		Bicycle	s on Road	lway		Interval	Ped	destrians/E	Bicycles on	Crosswa	lk
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total
6:30 AM	0	1	0	2	3	6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0
6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0
6:40 AM	0	2	0	1	3	6:40 AM	0	0	0	0	0	6:40 AM	0	0	0	0	0
6:45 AM	0	2	0	2	4	6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0
6:50 AM	0	1	0	2	3	6:50 AM	0	0	0	0	0	6:50 AM	0	0	1	0	1
6:55 AM	0	0	0	0	0	6:55 AM	0	0	0	0	0	6:55 AM	0	0	0	0	0
7:00 AM	0	1	0	0	1	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	3	3	7:05 AM	0	0	0	0	0	7:05 AM	0	0	1	0	1
7:10 AM	0	1	0	1	2	7:10 AM	0	0	0	0	0	7:10 AM	0	1	0	0	1
7:15 AM	0	2	1	3	6	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	2	0	1	3	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	1	1	2	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	1	0	0	4	5	7:30 AM	0	0	0	0	0	7:30 AM	0	0	1	1	2
7:35 AM	0	1	0	2	3	7:35 AM	0	0	0	0	0	7:35 AM	0	1	1	0	2
7:40 AM	0	0	0	1	1	7:40 AM	0	0	0	0	0	7:40 AM	0	0	2	0	2
7:45 AM	0	0	0	1	1	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	1	1	1	3	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	1	0	1	2	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	1	0	2	3	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	1	1
8:05 AM	0	1	0	2	3	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	1	1	0	2	8:10 AM	0	0	0	0	0	8:10 AM	0	1	0	1	2
8:15 AM	0	1	1	0	2	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	1	0	1	2	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	2	2	1	5	8:25 AM	0	0	0	0	0	8:25 AM	0	0	1	0	1
Count Total	1	22	7	32	62	Count Total	0	0	0	0	0	Count Total	0	3	7	3	13
Peak Hour	1	9	3	21	34	Peak Hour	0	0	0	0	0	Peak Hour	0	2	5	2	9



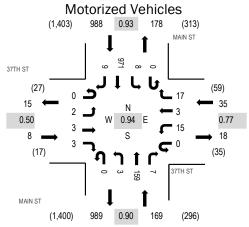
Location: 7 MAIN ST & 37TH ST AM

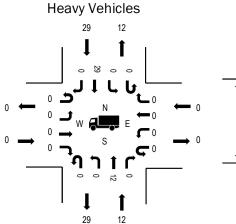
Date: Thursday, November 17, 2022

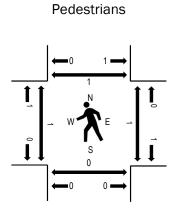
Peak Hour: 07:05 AM - 08:05 AM

Peak 15-Minutes: 07:35 AM - 07:50 AM

Peak Hour







Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.50
WB	0.0%	0.77
NB	7.1%	0.90
SB	2.9%	0.93
All	3.4%	0.94

Interval		37T Eastb	H ST oound				H ST bound				N ST bound				N ST nbound			Rolling
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour
6:30 AM	0	0	1	0	0	1	0	0	0	0	6	2	0	1	17	0	28	764
6:35 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	1	9	0	17	829
6:40 AM	0	0	0	0	0	0	0	2	0	1	8	0	0	0	9	0	20	918
6:45 AM	0	0	0	0	0	0	0	1	0	0	7	1	0	0	29	0	38	1,006
6:50 AM	0	0	0	0	0	1	0	2	0	0	8	0	0	1	26	1	39	1,073
6:55 AM	0	0	0	0	0	1	0	2	0	0	3	1	0	0	40	0	47	1,129
7:00 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	73	0	83	1,181
7:05 AM	0	0	1	1	0	0	0	2	0	0	13	0	0	0	61	0	78	1,200
7:10 AM	0	0	0	0	0	1	0	2	0	0	19	0	0	2	77	0	101	1,185
7:15 AM	0	0	0	0	0	1	0	3	0	0	10	0	0	0	80	1	95	1,145
7:20 AM	0	0	0	0	0	1	1	0	0	1	19	2	0	1	88	0	113	1,103
7:25 AM	0	0	0	0	0	1	0	0	0	0	12	0	0	0	92	0	105	1,064
7:30 AM	0	0	0	0	0	1	0	1	0	0	8	0	0	0	82	1	93	
7:35 AM	0	0	0	2	0	3	0	1	0	0	8	1	0	1	87	3	106	
7:40 AM	0	0	0	0	0	1	1	2	0	0	10	1	0	2	91	0	108	
7:45 AM	0	1	0	0	0	1	0	3	0	1	15	1	0	0	83	0	105	
7:50 AM	0	1	1	0	0	3	0	1	0	0	15	1	0	1	72	0	95	
7:55 AM	0	0	0	0	0	1	0	1	0	0	16	0	0	0	80	1	99	
8:00 AM	0	0	1	0	0	1	1	1	0	1	14	1	0	1	78	3	102	
8:05 AM	0	0	0	0	0	1	0	2	0	0	17	0	0	0	43	0	63	
8:10 AM	0	0	0	1	0	0	1	2	0	0	11	0	0	2	43	1	61	
8:15 AM	0	0	1	0	0	0	0	0	0	0	19	2	0	0	30	1	53	
8:20 AM	0	0	1	4	0	0	1	2	0	0	14	1	0	0	49	2	74	
8:25 AM	0	0	0	1	0	0	1	4	0	0	8	1	0	1	33	3	52	
Count Total	0	2	6	9	0	19	6	34	0	4	277	15	0	14	1,372	17	1,775	_
Peak Hour	0	2	3	3	0	15	3	17	0	3	159	7	0	8	971	9	1,200	_

Interval		Hea	avy Vehicle	es		Interval		Bicycle	s on Road	lway		Interval	Ped	destrians/E	Bicycles on	Crosswa	sswalk		
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total		
6:30 AM	0	0	0	2	2	6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0		
6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0		
6:40 AM	0	3	0	1	4	6:40 AM	0	0	0	0	0	6:40 AM	0	0	0	0	0		
6:45 AM	0	0	0	1	1	6:45 AM	0	0	0	0	0	6:45 AM	1	0	0	0	1		
6:50 AM	0	1	0	2	3	6:50 AM	0	0	0	0	0	6:50 AM	0	0	0	0	0		
6:55 AM	0	1	0	0	1	6:55 AM	0	0	0	0	0	6:55 AM	0	0	0	0	0		
7:00 AM	0	1	0	1	2	7:00 AM	0	0	0	0	0	7:00 AM	0	0	1	0	1		
7:05 AM	0	0	0	5	5	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0		
7:10 AM	0	2	0	1	3	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0		
7:15 AM	0	1	0	2	3	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0		
7:20 AM	0	3	0	2	5	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0		
7:25 AM	0	2	0	1	3	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0		
7:30 AM	0	0	0	3	3	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0		
7:35 AM	0	0	0	4	4	7:35 AM	0	0	0	0	0		0	0	0	1	1		
7:40 AM	0	1	0	3	4	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0		
7:45 AM	0	0	0	1	1	7:45 AM	0	0	0	0	0		1	0	0	0	1		
7:50 AM	0	0	0	1	1	7:50 AM	0	0	0	0	0	7:50 AM	0	0	1	0	1		
7:55 AM	0	2	0	2	4	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0		
8:00 AM	0	1	0	4	5	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0		
8:05 AM	0	0	0	2	2	8:05 AM	0	0	0	0	0	8:05 AM	1	0	0	0	1		
8:10 AM	0	2	0	0	2	8:10 AM	0	0	0	0	0	8:10 AM	1	0	0	0	1		
8:15 AM	0	1	0	0	1	8:15 AM	0	0	0	0	0	8:15 AM	1	0	0	0	1		
8:20 AM	0	2	0	2	4	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0		
8:25 AM	0	0	0	3	3	8:25 AM	0	0	0	0	0		0	0	0	0	0		
Count Total	0	23	0	43	66	Count Total	0	0	0	0	0	Count Total	5	0	2	1	8		
Peak Hour	0	12	0	29	41	Peak Hour	0	0	0	0	0	Peak Hour	1	0	1	1	3		



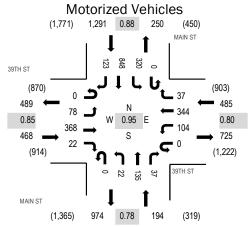
Location: 8 MAIN ST & 39TH ST AM

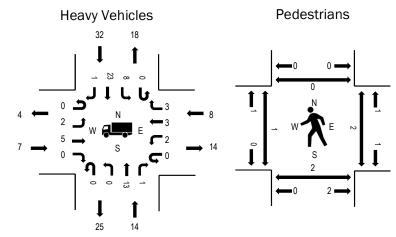
Date: Thursday, November 17, 2022

Peak Hour: 07:05 AM - 08:05 AM

Peak 15-Minutes: 07:50 AM - 08:05 AM

Peak Hour





Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.5%	0.85
WB	1.6%	0.80
NB	7.2%	0.78
SB	2.5%	0.88
All	2.5%	0.95

Interval			Westl	H ST bound			North	N ST ibound				Rolling						
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hou
6:30 AM	0	9	21	1	0	3	18	3	0	3	3	2	0	4	14	4	85	1,74
6:35 AM	0	7	25	2	0	0	28	3	0	1	5	1	0	3	8	5	88	1,8
6:40 AM	0	1	36	0	0	4	22	4	0	0	5	1	0	6	4	9	92	1,9
6:45 AM	0	3	20	0	0	12	31	3	0	0	7	2	0	10	17	11	116	2,0
6:50 AM	0	7	27	1	0	6	16	4	0	2	5	1	0	9	17	6	101	2,1
6:55 AM	0	5	30	2	0	8	27	3	0	0	4	0	0	2	28	5	114	2,2
7:00 AM	0	8	20	4	0	17	20	3	0	0	3	4	0	19	45	10	153	2,3
7:05 AM	0	5	30	2	0	5	17	2	0	1	18	7	0	25	65	12	189	2,4
7:10 AM	0	6	41	0	0	10	21	1	0	0	17	1	0	30	58	9	194	2,4
7:15 AM	0	7	34	1	0	14	16	4	0	2	5	2	0	26	68	11	190	2,3
7:20 AM	0	8	26	4	0	7	20	6	0	3	15	4	0	25	76	7	201	2,3
7:25 AM	0	5	24	1	0	7	44	5	0	2	10	3	0	31	78	7	217	2,2
7:30 AM	0	3	28	2	0	6	17	4	0	0	7	4	0	43	87	14	215	
7:35 AM	0	10	24	1	0	9	29	4	0	2	5	3	0	21	72	6	186	
7:40 AM	0	8	27	3	0	17	26	2	0	0	5	2	0	19	73	14	196	
7:45 AM	0	9	30	1	0	5	26	2	0	5	8	7	0	28	78	10	209	
7:50 AM	0	4	37	2	0	10	48	1	0	4	18	3	0	24	49	12	212	
7:55 AM	0	8	25	2	0	9	39	1	0	3	13	1	0	23	68	15	207	
8:00 AM	0	5	42	3	0	5	41	5	0	0	14	0	0	25	76	6	222	
8:05 AM	0	5	39	4	0	3	34	1	0	2	8	2	0	18	37	5	158	
8:10 AM	0	10	34	2	0	7	18	5	0	3	11	3	0	15	30	5	143	
8:15 AM	0	6	34	2	0	5	31	2	0	1	15	4	0	19	23	4	146	
8:20 AM	0	5	37	0	0	12	18	8	0	3	9	2	0	8	37	9	148	
8:25 AM	0	4	32	3	0	14	18	7	0	2	9	2	0	5	19	10	125	
Count Total	0	148	723	43	0	195	625	83	0	39	219	61	0	438	1,127	206	3,907	
Peak Hour	0	78	368	22	0	104	344	37	0	22	135	37	0	320	848	123	2,438	

Interval		Hea	avy Vehicle	es		Interval		Bicycle	s on Road	lway		Interval	Pedestrians/Bicycles on Crosswalk						
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total		
6:30 AM	0	0	0	2	2	6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0		
6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0		
6:40 AM	0	0	0	1	1	6:40 AM	0	0	0	0	0	6:40 AM	0	0	0	0	0		
6:45 AM	0	0	0	1	1	6:45 AM	0	0	0	0	0	6:45 AM	2	0	0	0	2		
6:50 AM	0	1	3	2	6	6:50 AM	0	0	0	0	0	6:50 AM	0	0	0	2	2		
6:55 AM	0	1	1	0	2	6:55 AM	0	0	0	0	0	6:55 AM	1	0	1	1	3		
7:00 AM	1	0	0	5	6	7:00 AM	0	0	0	0	0	7:00 AM	0	0	1	1	2		
7:05 AM	0	1	0	7	8	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0		
7:10 AM	0	1	1	1	3	7:10 AM	0	0	1	0	1	7:10 AM	0	0	0	0	0		
7:15 AM	0	1	0	5	6	7:15 AM	0	0	0	0	0	7:15 AM	0	0	1	0	1		
7:20 AM	0	3	0	1	4	7:20 AM	0	0	0	0	0	7:20 AM	0	0	1	0	1		
7:25 AM	1	2	2	1	6	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0		
7:30 AM	1	0	1	3	5	7:30 AM	0	0	0	0	0	7:30 AM	0	2	0	0	2		
7:35 AM	2	1	0	5	8	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0		
7:40 AM	0	1	0	2	3	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0		
7:45 AM	1	0	1	2	4	7:45 AM	0	0	0	0	0	7:45 AM	1	0	0	0	1		
7:50 AM	1	0	2	1	4	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0		
7:55 AM	0	2	1	2	5	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0		
8:00 AM	1	2	0	2	5	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0		
8:05 AM	2	2	0	3	7	8:05 AM	0	0	0	0	0	8:05 AM	1	0	0	0	1		
8:10 AM	0	1	0	1	2	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0		
8:15 AM	1	2	1	0	4	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0		
8:20 AM	1	2	0	2	5	8:20 AM	0	0	0	0	0	8:20 AM	0	0	1	0	1		
8:25 AM	1	0	0	3	4	8:25 AM	0	0	0	0	0	8:25 AM	0	1	1	0	2		
Count Total	13	23	13	52	101	Count Total	0	0	1	0	1	Count Total	5	3	6	4	18		
Peak Hour	7	14	8	32	61	Peak Hour	0	0	1	0	1	Peak Hour	1	2	2	0	5		

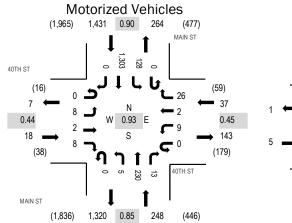


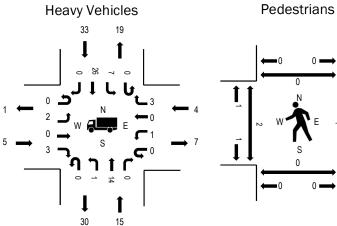
Location: 9 MAIN ST & 40TH ST AM Date: Thursday, November 17, 2022

Peak Hour: 07:05 AM - 08:05 AM

Peak 15-Minutes: 07:20 AM - 07:35 AM

Peak Hour





Note: Total study counts contained in parentheses.

	HV%	PHF
EB	27.8%	0.44
WB	10.8%	0.45
NB	6.0%	0.85
SB	2.3%	0.90
All	3.3%	0.93

Interval			H ST bound				H ST bound			MAII North	N ST bound				N ST nbound			Rolling
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour
6:30 AM	0	0	0	0	0	0	0	0	0	0	16	0	0	0	23	0	39	1,086
6:35 AM	0	0	0	0	0	0	0	0	0	0	14	0	0	0	21	0	35	1,203
6:40 AM	0	2	0	0	0	0	0	0	0	0	11	0	0	2	25	0	40	1,307
6:45 AM	0	0	0	1	0	0	0	0	0	1	11	1	0	0	26	0	40	1,417
6:50 AM	0	2	0	0	0	0	0	1	0	1	14	0	0	1	37	0	56	1,513
6:55 AM	0	0	0	0	0	0	1	0	0	1	11	0	0	1	46	0	60	1,614
7:00 AM	0	0	0	1	0	0	0	0	0	1	8	0	0	3	72	1	86	1,689
7:05 AM	0	4	0	1	0	0	0	0	0	0	20	1	0	6	108	0	140	1,734
7:10 AM	0	1	1	0	0	2	0	4	0	0	20	2	0	9	107	0	146	1,722
7:15 AM	0	0	0	1	0	0	0	1	0	0	13	2	0	10	108	0	135	1,660
7:20 AM	0	0	0	1	0	1	0	1	0	4	23	0	0	16	113	0	159	1,593
7:25 AM	0	0	0	2	0	0	1	0	0	1	17	0	0	9	120	0	150	1,507
7:30 AM	0	0	0	1	0	1	0	2	0	0	12	2	0	13	125	0	156	
7:35 AM	0	0	0	0	0	0	0	2	0	0	20	0	0	7	110	0	139	
7:40 AM	0	0	1	1	0	0	0	1	0	0	15	0	0	14	118	0	150	
7:45 AM	0	1	0	1	0	1	0	0	0	0	21	1	0	10	101	0	136	
7:50 AM	0	1	0	0	0	1	0	3	0	0	22	3	0	13	114	0	157	
7:55 AM	0	0	0	0	0	0	0	3	0	0	24	1	0	11	96	0	135	
8:00 AM	0	1	0	0	0	3	1	9	0	0	23	1	0	10	83	0	131	
8:05 AM	0	5	0	4	0	0	0	10	0	2	13	0	0	9	85	0	128	
8:10 AM	0	2	0	1	0	0	0	1	0	0	24	3	0	6	47	0	84	
8:15 AM	0	1	0	0	0	0	0	3	0	0	19	1	0	2	42	0	68	
8:20 AM	0	0	0	0	0	0	0	1	0	0	24	2	0	1	45	0	73	
8:25 AM	0	1	0	0	0	3	0	2	0	1	17	2	0	2	37	0	65	
Count Total	0	21	2	15	0	12	3	44	0	12	412	22	0	155	1,809	1	2,508	
Peak Hour	0	8	2	8	0	9	2	26	0	5	230	13	0	128	1,303	0	1,734	

Interval		Hea	avy Vehicle	es		Interval		Bicycle	es on Road	dway		Interval	Pedestrians/Bicycles on Crosswalk					
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	
6:30 AM	0	0	0	2	2	6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0	
6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0	
6:40 AM	0	0	0	2	2	6:40 AM	0	0	0	0	0	6:40 AM	1	0	0	0	1	
6:45 AM	0	0	0	1	1	6:45 AM	0	0	0	0	0	6:45 AM	1	0	0	0	1	
6:50 AM	0	1	0	2	3	6:50 AM	0	0	0	0	0	6:50 AM	0	0	0	0	0	
6:55 AM	0	1	0	1	2	6:55 AM	0	0	0	0	0	6:55 AM	0	0	0	0	0	
7:00 AM	0	1	0	1	2	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	
7:05 AM	3	1	0	4	8	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0	
7:10 AM	0	1	0	5	6	7:10 AM	0	0	0	0	0	7:10 AM	1	0	0	0	1	
7:15 AM	1	0	0	4	5	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	
7:20 AM	0	3	2	1	6	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0	
7:25 AM	0	4	0	1	5	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	
7:30 AM	1	1	0	4	6	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	
7:35 AM	0	0	1	5	6	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0	
7:40 AM	0	1	0	1	2	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0	
7:45 AM	0	0	0	2	2	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	
7:50 AM	0	0	1	2	3	7:50 AM	0	0	0	0	0	7:50 AM	1	0	0	0	1	
7:55 AM	0	2	0	3	5	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	
8:00 AM	0	2	0	1	3	8:00 AM	0	0	0	0	0	8:00 AM	0	0	1	0	1	
8:05 AM	1	0	0	3	4	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0	
8:10 AM	0	1	0	1	2	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0	
8:15 AM	0	1	1	1	3	8:15 AM	0	0	0	0	0	8:15 AM	1	0	0	0	1	
8:20 AM	0	3	1	1	5	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0	
8:25 AM	0	0	0	3	3	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	
Count Total	6	23	6	51	86	Count Total	0	0	0	0	0	Count Total	5	0	1	0	6	
Peak Hour	5	15	4	33	57	Peak Hour	0	0	0	0	0	Peak Hour	2	0	1	0	3	

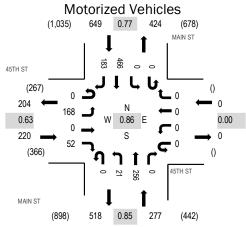


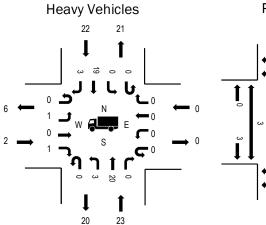
Location: 10 MAIN ST & 45TH ST AM Date: Wednesday, November 30, 2022

Peak Hour: 07:25 AM - 08:25 AM

Peak 15-Minutes: 07:50 AM - 08:05 AM

Peak Hour





Pedestrians

Pedestrians

Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.9%	0.63
WB	0.0%	0.00
NB	8.3%	0.85
SB	3.4%	0.77
All	4.1%	0.86

	manno ocunio	141000	ILOU	101110	.00														
				H ST				TH ST				N ST			MAII				
	Interval			oound				bound				bound				bound			Rolling
_	Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour
	6:30 AM	0	3	0	5	0	0	0	0	0	0	8	0	0	0	27	3	46	662
	6:35 AM	0	4	0	2	0	0	0	0	0	1	13	0	0	0	31	6	57	684
	6:40 AM	0	3	0	2	0	0	0	0	0	0	6	0	0	0	29	2	42	703
	6:45 AM	0	5	0	1	0	0	0	0	0	1	12	0	0	0	34	2	55	745
	6:50 AM	0	5	0	0	0	0	0	0	0	0	13	0	0	0	21	4	43	789
	6:55 AM	0	4	0	6	0	0	0	0	0	0	15	0	0	0	21	4	50	860
	7:00 AM	0	7	0	4	0	0	0	0	0	0	13	0	0	0	23	6	53	929
	7:05 AM	0	8	0	7	0	0	0	0	0	0	11	0	0	0	21	6	53	976
	7:10 AM	0	11	0	5	0	0	0	0	0	1	16	0	0	0	30	4	67	1,029
	7:15 AM	0	12	0	5	0	0	0	0	0	1	15	0	0	0	31	3	67	1,070
	7:20 AM	0	11	0	5	0	0	0	0	0	0	17	0	0	0	32	7	72	1,099
	7:25 AM	0	7	0	4	0	0	0	0	0	1	10	0	0	0	30	5	57	1,146
	7:30 AM	0	7	0	3	0	0	0	0	0	1	14	0	0	0	37	6	68	
	7:35 AM	0	10	0	2	0	0	0	0	0	3	16	0	0	0	38	7	76	
	7:40 AM	0	11	0	4	0	0	0	0	0	1	16	0	0	0	43	9	84	
	7:45 AM	0	12	0	4	0	0	0	0	0	1	24	0	0	0	49	9	99	
	7:50 AM	0	14	0	5	0	0	0	0	0	1	26	0	0	0	41	27	114	
	7:55 AM	0	11	0	1	0	0	0	0	0	1	27	0	0	0	47	32	119	
	8:00 AM	0	8	0	4	0	0	0	0	0	2	20	0	0	0	42	24	100	
	8:05 AM	0	28	0	5	0	0	0	0	0	3	25	0	0	0	24	21	106	
	8:10 AM	0	22	0	6	0	0	0	0	0	2	29	0	0	0	31	18	108	
	8:15 AM	0	27	0	7	0	0	0	0	0	1	21	0	0	0	28	12	96	
	8:20 AM	0	11	0	7	0	0	0	0	0	4	28	0	0	0	56	13	119	
	8:25 AM	0	22	0	9	0	0	0	0	0	2	20	0	0	0	29	10	92	
	Count Total	0	263	0	103	0	0	0	0	0	27	415	0	0	0	795	240	1,843	_
_	Peak Hour	0	168	0	52	0	0	0	0	0	21	256	0	0	0	466	183	1,146	_

Interval		Hea	avy Vehicle	es		Interval		Bicycle	es on Road	dway		Interval	Ped	destrians/E	Bicycles on	Crosswa	lk
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total
6:30 AM	0	0	0	3	3	6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0
6:35 AM	0	1	0	2	3	6:35 AM	0	0	0	0	0	6:35 AM	2	0	0	0	2
6:40 AM	0	0	0	2	2	6:40 AM	0	0	0	0	0	6:40 AM	0	0	0	0	0
6:45 AM	0	0	0	1	1	6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0
6:50 AM	1	1	0	1	3	6:50 AM	0	0	0	0	0	6:50 AM	0	0	0	0	0
6:55 AM	0	1	0	0	1	6:55 AM	0	0	0	0	0	6:55 AM	0	0	0	0	0
7:00 AM	0	1	0	0	1	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	1	1	0	3	5	7:05 AM	0	0	0	0	0	7:05 AM	1	0	0	0	1
7:10 AM	1	0	0	0	1	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	1	0	0	1	2	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	1	0	0	1	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	1	3	0	0	4	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	3	3	7:30 AM	0	0	0	0	0	7:30 AM	1	0	0	0	1
7:35 AM	0	1	0	3	4	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	1	0	0	2	3	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	1	0	2	3	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	1	0	0	1	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	5	0	2	7	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	1	0	2	3	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	2	0	2	4	8:05 AM	0	0	0	0	0	***************************************	1	0	0	0	1
8:10 AM	0	2	0	1	3	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	3	0	3	6	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	4	0	2	6	8:20 AM	0	0	0	0	0	8:20 AM	1	0	0	0	1
8:25 AM	1	0	0	1	2	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
Count Total	7	29	0	36	72	Count Total	0	0	0	0	0	Count Total	6	0	0	0	6
Peak Hour	2	23	0	22	47	Peak Hour	0	0	0	0	0	Peak Hour	3	0	0	0	3

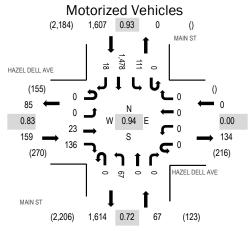


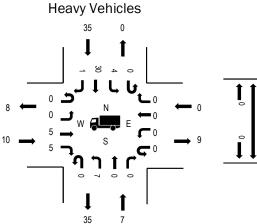
Location: 11 MAIN ST & HAZEL DELL AVE AM

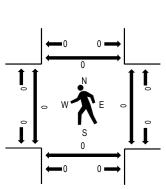
Date: Thursday, November 17, 2022 **Peak Hour:** 07:05 AM - 08:05 AM

Peak 15-Minutes: 07:40 AM - 07:55 AM

Peak Hour







Pedestrians

Note: Total study counts contained in parentheses.

	HV%	PHF
EB	6.3%	0.83
WB	0.0%	0.00
NB	10.4%	0.72
SB	2.2%	0.93
All	2.8%	0.94

Interval			DELL AVI Dound				DELL AV	E			N ST nbound				N ST nbound			Rolling
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour
6:30 AM	0	0	0	4	0	0	0	0	0	1	0	0	0	7	22	0	34	1,094
6:35 AM	0	0	0	4	0	0	0	0	0	2	0	0	0	6	27	1	40	1,221
6:40 AM	0	0	0	9	0	0	0	0	0	1	0	0	0	7	20	0	37	1,331
6:45 AM	0	0	1	5	0	0	0	0	0	4	0	0	0	8	20	0	38	1,459
6:50 AM	0	0	2	5	0	0	0	0	0	4	0	0	0	10	32	0	53	1,583
6:55 AM	0	0	0	9	0	0	0	0	0	3	0	0	0	7	39	1	59	1,688
7:00 AM	0	0	0	8	0	0	0	0	0	2	0	0	0	3	80	0	93	1,773
7:05 AM	0	0	6	14	0	0	0	0	0	7	0	0	0	1	105	2	135	1,83
7:10 AM	0	0	4	10	0	0	0	0	0	1	0	0	0	13	124	1	153	1,80
7:15 AM	0	0	1	8	0	0	0	0	0	5	0	0	0	3	135	3	155	1,71
7:20 AM	0	0	1	8	0	0	0	0	0	6	0	0	0	13	119	1	148	1,64
7:25 AM	0	0	2	10	0	0	0	0	0	4	0	0	0	8	125	0	149	1,56
7:30 AM	0	0	1	11	0	0	0	0	0	5	0	0	0	8	133	3	161	
7:35 AM	0	0	1	10	0	0	0	0	0	7	0	0	0	7	125	0	150	
7:40 AM	0	0	2	9	0	0	0	0	0	2	0	0	0	19	131	2	165	
7:45 AM	0	0	2	11	0	0	0	0	0	5	0	0	0	13	130	1	162	
7:50 AM	0	0	1	16	0	0	0	0	0	5	0	0	0	10	125	1	158	
7:55 AM	0	0	2	14	0	0	0	0	0	9	0	0	0	8	108	3	144	
8:00 AM	0	0	0	15	0	0	0	0	0	11	0	0	0	8	118	1	153	
8:05 AM	0	0	1	12	0	0	0	0	0	5	0	0	0	6	81	2	107	
8:10 AM	0	0	0	13	0	0	0	0	0	5	0	0	0	7	41	1	67	
8:15 AM	0	0	2	11	0	0	0	0	0	10	0	0	0	5	48	4	80	
8:20 AM	0	0	0	10	0	0	0	0	0	8	0	0	0	1	47	1	67	
8:25 AM	0	0	1	14	0	0	0	0	0	11	0	0	0	8	31	4	69	
Count Total	0	0	30	240	0	0	0	0	0	123	0	0	0	186	1,966	32	2,577	
Peak Hour	0	0	23	136	0	0	0	0	0	67	0	0	0	111	1,478	18	1,833	

Interval		Hea	avy Vehicle	es		Interval		Bicycle	s on Road	lway		Interval	Ped	destrians/E	Bicycles on	Crosswa	lk
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total
6:30 AM	0	0	0	1	1	6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0
6:35 AM	1	0	0	0	1	6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0
6:40 AM	1	0	0	0	1	6:40 AM	0	0	0	0	0	6:40 AM	0	0	0	0	0
6:45 AM	1	0	0	1	2	6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0
6:50 AM	0	2	0	3	5	6:50 AM	0	0	0	0	0	6:50 AM	0	0	0	0	0
6:55 AM	0	0	0	1	1	6:55 AM	0	0	0	0	0	6:55 AM	0	0	0	0	0
7:00 AM	1	0	0	2	3	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	2	0	0	3	5	7:05 AM	0	0	0	0	0		0	0	0	0	0
7:10 AM	1	0	0	7	8	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	3	3	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	1	0	2	3	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	1	0	0	1	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	2	2	0	5	9	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	1	1	0	4	6	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	0	0	2	2	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	2	1	0	4	7	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	1	0	0	2	3	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	1	0	1	2	7:55 AM	0	0	0	0	0		0	0	0	0	0
8:00 AM	1	0	0	2	3	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	0	0	2	2	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	0	0	1	1	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	2	0	0	1	3	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	1	0	2	3	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	1	0	0	2	3	8:25 AM	0	0	0	0	0	8:25 AM	1	0	0	0	1
Count Total	17	10	0	51	78	Count Total	0	0	0	0	0	Count Total	1	0	0	0	1
Peak Hour	10	7	0	35	52	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

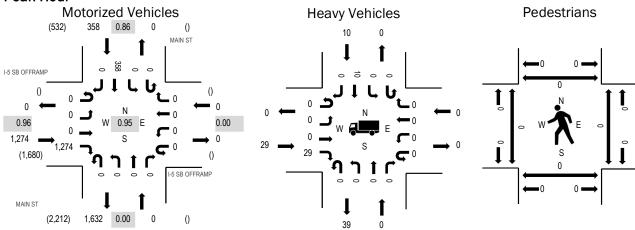


Location: 12 MAIN ST & I-5 SB OFFRAMP AM

Date: Thursday, November 17, 2022 **Peak Hour:** 07:05 AM - 08:05 AM

Peak 15-Minutes: 07:35 AM - 07:50 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.3%	0.96
WB	0.0%	0.00
NB	0.0%	0.00
SB	2.8%	0.86
All	2.4%	0.95

oou																		
			OFFRAMI	P			FFRAMI	Р			N ST				N ST			
Interval			bound				bound				bound				bound			Rolling
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour
6:30 AM	0	0	0	22	0	0	0	0	0	0	0	0	0	0	6	0	28	965
6:35 AM	0	0	0	21	0	0	0	0	0	0	0	0	0	0	13	0	34	1,075
6:40 AM	0	0	0	19	0	0	0	0	0	0	0	0	0	0	8	0	27	1,176
6:45 AM	0	0	0	24	0	0	0	0	0	0	0	0	0	0	6	0	30	1,299
6:50 AM	0	0	0	34	0	0	0	0	0	0	0	0	0	0	9	0	43	1,415
6:55 AM	0	0	0	40	0	0	0	0	0	0	0	0	0	0	6	0	46	1,507
7:00 AM	0	0	0	67	0	0	0	0	0	0	0	0	0	0	17	0	84	1,583
7:05 AM	0	0	0	99	0	0	0	0	0	0	0	0	0	0	24	0	123	1,632
7:10 AM	0	0	0	106	0	0	0	0	0	0	0	0	0	0	21	0	127	1,592
7:15 AM	0	0	0	108	0	0	0	0	0	0	0	0	0	0	36	0	144	1,508
7:20 AM	0	0	0	108	0	0	0	0	0	0	0	0	0	0	23	0	131	1,421
7:25 AM	0	0	0	116	0	0	0	0	0	0	0	0	0	0	32	0	148	1,344
7:30 AM	0	0	0	105	0	0	0	0	0	0	0	0	0	0	33	0	138	
7:35 AM	0	0	0	100	0	0	0	0	0	0	0	0	0	0	35	0	135	
7:40 AM	0	0	0	116	0	0	0	0	0	0	0	0	0	0	34	0	150	
7:45 AM	0	0	0	108	0	0	0	0	0	0	0	0	0	0	38	0	146	
7:50 AM	0	0	0	105	0	0	0	0	0	0	0	0	0	0	30	0	135	
7:55 AM	0	0	0	97	0	0	0	0	0	0	0	0	0	0	25	0	122	
8:00 AM	0	0	0	106	0	0	0	0	0	0	0	0	0	0	27	0	133	
8:05 AM	0	0	0	49	0	0	0	0	0	0	0	0	0	0	34	0	83	
8:10 AM	0	0	0	27	0	0	0	0	0	0	0	0	0	0	16	0	43	
8:15 AM	0	0	0	35	0	0	0	0	0	0	0	0	0	0	22	0	57	
8:20 AM	0	0	0	34	0	0	0	0	0	0	0	0	0	0	20	0	54	
8:25 AM	0	0	0	34	0	0	0	0	0	0	0	0	0	0	17	0	51	
Count Total	0	0	0	1,680	0	0	0	0	0	0	0	0	0	0	532	0	2,212	
Peak Hour	0	0	0	1,274	0	0	0	0	0	0	0	0	0	0	358	0	1,632	
																		_

Interval		Hea	avy Vehicle	es		Interval		Bicycle	s on Road	lway		Interval	Ped	destrians/E	Bicycles on	Crosswa	lk
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total
6:30 AM	0	0	0	1	1	6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0
6:35 AM	0	0	0	1	1	6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0
6:40 AM	0	0	0	0	0	6:40 AM	0	0	0	0	0	6:40 AM	0	0	0	0	0
6:45 AM	0	0	0	1	1	6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0
6:50 AM	1	0	0	1	2	6:50 AM	0	0	0	0	0	6:50 AM	0	0	0	0	0
6:55 AM	1	0	0	0	1	6:55 AM	0	0	0	0	0	6:55 AM	0	0	0	0	0
7:00 AM	1	0	0	1	2	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	4	0	0	0	4	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	6	0	0	1	7	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	1	0	0	1	2	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	1	0	0	1	2	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	4	0	0	2	6	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	5	0	0	1	6	7:35 AM	0	0	0	0	0		0	0	0	0	0
7:40 AM	1	0	0	0	1	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	1	0	0	2	3	7:45 AM	0	0	0	0	0		0	0	0	0	0
7:50 AM	2	0	0	1	3	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	1	0	0	0	1	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	3	0	0	1	4	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	1	0	0	0	1	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	1	0	0	1	2	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	2	0	0	1	3	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	2	0	0	0	2	8:25 AM	1	0	0	0	1	8:25 AM	0	0	0	0	0
Count Total	38	0	0	17	55	Count Total	1	0	0	0	1	Count Total	0	0	0	0	0
Peak Hour	29	0	0	10	39	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0



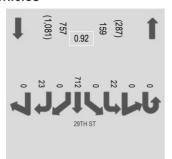
Location: 5 MAIN ST & 29TH ST AM

Date: Thursday, November 17, 2022

Peak Hour: 07:05 AM - 08:05 AM

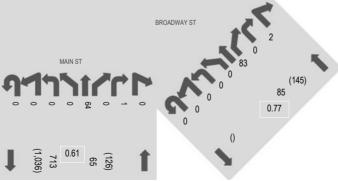
Peak 15-Minutes: 07:10 AM - 07:25 AM

Peak Hour - Motorized Vehicles



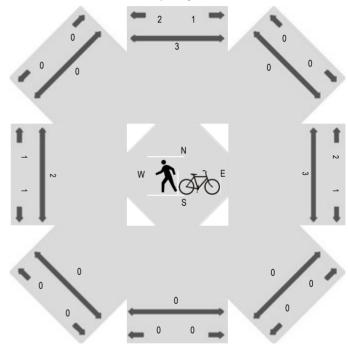




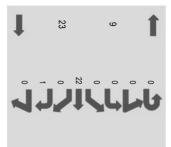


Note: Total study counts contained in parentheses.

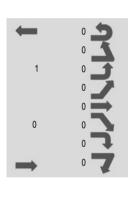
Peak Hour - Pedestrians/Bicycles on Crosswalk

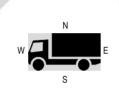


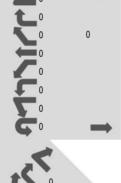
Peak Hour - Heavy Vehicles



	HV%	PHF
WB	0.0%	0.80
NWB	9.4%	0.77
NB	1.5%	0.61
NEB	0.0%	0.00
EB	0.0%	0.54
SEB	0.0%	0.00
SB	3.0%	0.92
SWB	0.0%	0.00
All	3.5%	0.93











Interval				Westb	ound						١	Vorthwes	tbound							Northb	ound							Northea	stbound			
Start Time	U	HL	L	BL	Т	BR	R	HR	U	HL	L	BL	Τ	BR	R	HR	U	HL	L	BL	Т	BR	R	HR	U	HL	L	BL	Τ	BR	R	HR
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	4	0	0	0								
6:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	2	0	0	0								
6:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	4	0	0	0								
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	2	0	0	0								
6:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0								
6:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0								
7:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	6	0	0	0	0	0	0	1	0	0	0								
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	5	0	0	0								
7:10 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	8	0	0	0	0	0	0	8	0	0	0								
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	7	0	1	0	0	0	0	5	0	0	0								
7:20 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	10	0	0	0								
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	3	0	0	0								
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	3	0	0	0								
7:35 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	4	0	0	0								
7:40 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	7	0	0	0	0	0	0	3	0	0	0								
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	8	0	1	0	0	0	0	6	0	1	0								
7:50 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	8	0	0	0	0	0	0	4	0	0	0								
7:55 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	13	0	0	0	0	0	0	4	0	0	0								
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	5	0	0	0	0	0	0	9	0	0	0								
8:05 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	6	0	0	0	0	0	0	8	0	0	0								
8:10 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	9	0	0	0	0	0	0	5	0	0	0								
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	11	0	0	0								
8:20 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	5	0	0	0	0	0	0	7	0	0	0								
8:25 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	8	0	1	0	0	0	0	15	0	0	0								
Count Total	0	0	1	0	5	0	15	0	0	0	0	0	0	141	0	4	0	0	0	0	125	0	1	0								
Peak Hour	0	0	0	0	3	0	9	0	0	0	0	0	0	83	0	2	0	0	0	0	64	0	1	0								

Traffic Counts - Motorized Vehicles (continued)

Interval					9	Southe	astboui	nd								South	oound								South	westbou	nd				Rolling								
Start Time	U	HL	L	BL	. 1	Τ	BR	R	HR		U	HL	L	BL	Т	BR	F	7	HR	U	Н	lL	L	BL	Τ	BR	R	HR		U	HL	L	BL	Т	BR	R	HR	Total	Hour
6:30 AM	0	0	0		0	0	0		1	0										0		0	0	0	13	0	()	0									20	615
6:35 AM	0	0	0		0	0	0		0	0										0		0	0	0	12	0	()	0									17	670
6:40 AM	0	0	0		0	0	0		0	0										0		0	0	0	7	0	()	0									14	721
6:45 AM	0	0	0		0	0	0		0	0										0		0	0	0	23	0	()	0									29	783
6:50 AM	0	0	0		0	0	0		0	0										0		0	0	0	29	0	()	0									32	832
6:55 AM	0	0	0		0	1	0		0	0										0		0	0	0	32	0	()	0									36	872
7:00 AM	0	0	1		0	0	0		0	0										0		0	0	0	48	0	()	0									58	914
7:05 AM	0	0	0		0	0	0		0	0										0		0	1	0	70	0	,	1	0									81	926
7:10 AM	0	0	0		0	0	0		0	0										0		0	0	0	62	0		1	0									80	901
7:15 AM	0	0	1		0	1	0		0	0										0		0	0	0	67	0	()	0									83	877
7:20 AM	0	0	0		0	0	0		0	0										0		0	2	0	70	0	•	1	0									86	838
7:25 AM	0	0	0		0	0	0		0	0										0		0	3	0	61	0	2	2	0									79	806
7:30 AM	0	0	1		0	0	0		1	0										0		0	1	0	61	0	2	2	0									75	776
7:35 AM	0	0	0		0	0	0		0	0										0		0	3	0	51	0	3	3	0									68	
7:40 AM	0	0	0		0	1	0		0	0										0		0	1	0	59	0	4	4	0									76	
7:45 AM	0	0	0		0	1	0		0	0										0		0	3	0	53	0	4	4	0									78	
7:50 AM	0	0	1		0	0	0		0	0										0		0	3	0	53	0	,	1	0									72	
7:55 AM	0	0	0		0	0	0		0	0										0		0	4	0	52	0	3	3	0									78	
8:00 AM	0	0	0		0	0	0		0	0										0		0	1	0	53	0	,	1	0									70	
8:05 AM	0	0	0		0	1	0		1	0										0		0	2	0	36	0	()	0									56	
8:10 AM	0	0	0		0	0	0		1	0										0		0	1	0	39	0	()	0									56	
8:15 AM	0	0	0		0	1	0		0	0										0		0	0	0	23	0	()	0									44	
8:20 AM	0	0	2		0	2	0		0	0										0		0	0	0	36	0	()	0									54	
8:25 AM	0	0	0		0	0	0		0	0										0		0	2	0	21	0	()	0									49	
Count Total	0	0	6	i	0	8	0		4	0										0)	0	27	0	1,031	0	2	3	0									1,391	
Peak Hour	0	0	3	3	0	3	0		1	0										0		0	22	0	712	0	23	3	0									926	

Interval				Hea	avy Vehic	les				Interval				Bicycl	es on Ro	adway				Interval			Ped	destrians/E	Bicycles o	n Crosswa	alk		
Start Time	WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total	Start Time	WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total	Start Time	WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total
6:30 AM	0	0	0	0	0	0	1	0	1	6:30 AM	0	0	0	0	0	0	0	0	0	6:30 AM	0	0	0	0	0	0	0	0	0
6:35 AM	0	0	0	0	0	0	1	0	1	6:35 AM	0	0	0	0	0	0	0	0	0	6:35 AM	0	0	0	0	0	0	0	0	0
6:40 AM	0	0	2	0	0	0	1	0	3	6:40 AM	0	0	0	0	0	0	0	0	0	6:40 AM	0	0	0	0	0	0	0	0	0
6:45 AM	0	2	1	0	0	0	1	0	4	6:45 AM	0	0	0	0	0	0	0	0	0	6:45 AM	0	0	0	0	0	0	0	0	0
6:50 AM	0	1	0	0	0	0	1	0	2	6:50 AM	1	0	0	0	0	0	0	0	1	6:50 AM	0	0	0	0	0	0	0	0	0
6:55 AM	0	0	0	0	0	0	1	0	1	6:55 AM	0	0	0	0	0	0	0	0	0	6:55 AM	1	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	7:00 AM	0	0	0	0	0	0	0	0	0	7:00 AM	0	0	1	0	1	0	0	0	2
7:05 AM	0	0	0	0	0	0	3	0	3	7:05 AM	0	0	0	0	0	0	0	0	0	7:05 AM	1	0	0	0	0	0	0	0	1
7:10 AM	0	0	1	0	0	0	0	0	1	7:10 AM	0	0	0	0	0	0	0	0	0	7:10 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	2	0	0	0	0	1	0	3	7:15 AM	0	0	0	0	0	0	0	0	0	7:15 AM	0	0	0	0	1	0	0	0	1
7:20 AM	0	0	0	0	0	0	2	0	2	7:20 AM	1	0	0	0	0	0	0	0	1	7:20 AM	0	0	0	0	0	0	1	0	1
7:25 AM	0	2	0	0	0	0	1	0	3	7:25 AM	0	0	0	0	0	0	0	0	0	7:25 AM	0	0	0	0	1	0	1	0	2
7:30 AM	0	0	0	0	0	0	1	0	1	7:30 AM	0	0	0	0	0	0	0	0	0	7:30 AM	0	0	0	0	0	0	0	0	0
7:35 AM	0	0	0	0	0	0	4	0	4	7:35 AM	0	0	0	0	0	0	0	0	0	7:35 AM	0	0	0	0	0	0	0	0	0
7:40 AM	0	1	0	0	0	0	1	0	2	7:40 AM	0	0	0	0	0	0	0	0	0	7:40 AM	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	1	0	1	7:45 AM	0	0	0	0	0	0	0	0	0	7:45 AM	0	0	0	0	0	0	0	0	0
7:50 AM	0	1	0	0	0	0	2	0	3	7:50 AM	0	0	0	0	0	0	0	0	0	7:50 AM	1	0	0	0	0	0	1	0	2
7:55 AM	0	1	0	0	0	0	2	0	3	7:55 AM	0	0	0	0	0	0	0	0	0	7:55 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	5	0	6	8:00 AM	0	0	0	0	0	0	0	0	0	8:00 AM	0	0	0	0	0	0	0	0	0
8:05 AM	0	0	0	0	0	0	2	0	2	8:05 AM	0	0	0	0	0	0	0	0	0	8:05 AM	0	0	0	0	0	0	0	0	0
8:10 AM	0	1	0	0	0	0	0	0	1	8:10 AM	0	0	0	0	0	0	0	0	0	8:10 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	1	8:15 AM	0	0	0	0	0	0	0	0	0	8:15 AM	0	0	0	0	0	0	0	0	0
8:20 AM	0	1	0	0	0	0	1	0	2	8:20 AM	0	0	0	0	0	0	0	0	0	8:20 AM	0	0	0	0	0	0	0	0	0
8:25 AM	1	1	0	0	0	0	0	0	2	8:25 AM	0	0	0	0	0	0	0	0	0	8:25 AM	0	0	0	0	0	0	0	0	0
Count Total	1	15	4	0	0	0	32	0	52	Count Total	2	0	0	0	0	0	0	0	2	Count Total	4	0	1	0	3	0	3	0	11
Peak Hour	0	8	1	0	0	0	23	0	32	Peak Hour	0	0	0	0	1	0	0	0	1	Peak Hour	3	0	0	0	2	0	3	0	8

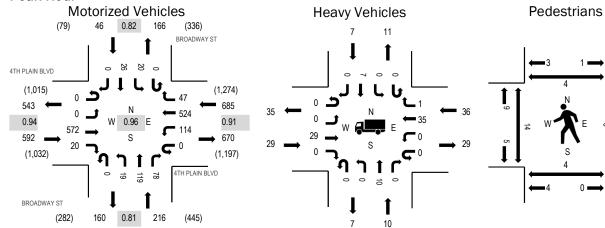


Location: 1 BROADWAY ST & 4TH PLAIN BLVD PM

Date: Wednesday, November 16, 2022 Peak Hour: 04:05 PM - 05:05 PM

Peak 15-Minutes: 04:35 PM - 04:50 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	4.9%	0.94
WB	5.3%	0.91
NB	4.6%	0.81
SB	15.2%	0.82
All	5.3%	0.96

Interval			AIN BLVI)			AIN BLVI)		BROAD! North	WAY ST bound			BROAD\ South	WAY ST			Rolling
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour
4:00 PM	0	0	41	2	0	6	39	5	0	2	8	12	0	2	1	1	119	1,529
4:05 PM	0	0	58	1	0	12	49	3	0	2	12	3	0	0	2	0	142	1,539
4:10 PM	0	0	50	0	0	11	57	2	0	2	10	7	0	2	5	0	146	1,538
4:15 PM	0	0	38	2	0	10	36	5	0	0	10	6	0	3	3	0	113	1,519
4:20 PM	0	0	56	1	0	10	38	5	0	2	12	9	0	0	2	0	135	1,521
4:25 PM	0	0	44	1	0	8	50	4	0	2	5	3	0	1	3	0	121	1,500
4:30 PM	0	0	49	2	0	7	25	3	0	0	15	6	0	2	1	0	110	1,474
4:35 PM	0	0	51	4	0	9	46	2	0	2	8	4	0	3	1	0	130	1,466
4:40 PM	0	0	52	0	0	6	48	3	0	2	7	6	0	0	3	0	127	1,428
4:45 PM	0	0	49	2	0	7	51	9	0	2	12	11	0	2	0	0	145	1,395
4:50 PM	0	0	39	3	0	13	49	3	0	0	12	6	0	4	0	0	129	1,359
4:55 PM	0	0	38	1	0	11	34	6	0	2	11	5	0	1	3	0	112	1,321
5:00 PM	0	0	48	3	0	10	41	2	0	3	5	12	0	2	3	0	129	1,301
5:05 PM	0	0	43	0	0	8	48	3	0	2	18	14	0	2	3	0	141	
5:10 PM	0	0	43	3	0	11	35	7	0	4	14	4	0	2	4	0	127	
5:15 PM	0	0	39	0	0	10	35	8	0	2	13	7	0	0	1	0	115	
5:20 PM	0	0	39	2	0	5	42	3	0	0	13	8	0	0	2	0	114	
5:25 PM	0	0	30	0	0	6	35	3	0	1	10	8	0	1	1	0	95	
5:30 PM	0	0	35	0	0	11	36	2	0	1	8	9	0	0	0	0	102	
5:35 PM	0	0	24	1	0	6	36	4	0	3	7	11	0	0	0	0	92	
5:40 PM	0	0	38	1	0	6	36	2	0	0	4	2	0	1	3	1	94	
5:45 PM	0	0	29	1	0	6	45	5	0	2	11	7	0	0	2	1	109	
5:50 PM	0	0	33	1	0	3	30	5	0	2	10	4	0	1	2	0	91	
5:55 PM	0	0	33	2	0	11	33	3	0	0	4	4	0	1	1	0	92	
Count Total	0	0	999	33	0	203	974	97	0	38	239	168	0	30	46	3	2,830	_
Peak Hour	0	0	572	20	0	114	524	47	0	19	119	78	0	20	26	0	1,539	_

Interval		Hea	avy Vehicle	es		Interval		Bicycle	es on Road	dway		Interval	Ped	destrians/E	Bicycles or	Crosswa	lk
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total
4:00 PM	4	1	6	0	11	4:00 PM	0	1	0	0	1	4:00 PM	2	0	0	1	3
4:05 PM	2	2	9	2	15	4:05 PM	0	0	0	0	0	4:05 PM	2	0	0	0	2
4:10 PM	1	2	4	0	7	4:10 PM	0	0	0	0	0	4:10 PM	0	0	2	1	3
4:15 PM	5	2	1	0	8	4:15 PM	0	0	1	0	1	4:15 PM	1	0	1	0	2
4:20 PM	3	0	5	0	8	4:20 PM	0	0	0	0	0	4:20 PM	0	1	0	1	2
4:25 PM	1	0	3	1	5	4:25 PM	0	0	0	0	0	4:25 PM	0	1	0	0	1
4:30 PM	3	1	1	0	5	4:30 PM	0	0	0	0	0	4:30 PM	5	0	0	2	7
4:35 PM	2	0	2	0	4	4:35 PM	0	0	0	0	0	4:35 PM	2	1	0	0	3
4:40 PM	2	0	3	2	7	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	3	0	3	0	6	4:45 PM	0	0	0	0	0	4:45 PM	0	1	0	0	1
4:50 PM	4	1	0	0	5	4:50 PM	0	0	0	0	0	4:50 PM	2	0	0	0	2
4:55 PM	1	2	1	1	5	4:55 PM	0	0	0	0	0	4:55 PM	4	1	3	0	8
5:00 PM	2	0	4	1	7	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	3	0	2	0	5	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	1	1	2	1	5	5:10 PM	0	0	0	0	0	5:10 PM	2	0	0	0	2
5:15 PM	1	1	0	0	2	5:15 PM	0	0	0	0	0	5:15 PM	1	0	0	0	1
5:20 PM	3	1	1	1	6	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	2	0	0	0	2	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	2	0	2	5:30 PM	0	0	0	0	0	5:30 PM	0	1	0	0	1
5:35 PM	1	0	2	0	3	5:35 PM	0	0	0	0	0	5:35 PM	0	1	1	0	2
5:40 PM	1	1	2	2	6	5:40 PM	0	0	0	0	0	5:40 PM	0	2	1	0	3
5:45 PM	1	1	1	1	4	5:45 PM	0	0	0	0	0	5:45 PM	0	1	1	1	3
5:50 PM	2	0	1	0	3	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	1	0	0	0	1	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	1	1
Count Total	49	16	55	12	132	Count Total	0	1	1	0	2	Count Total	21	10	9	7	47
Peak Hour	29	10	36	7	82	Peak Hour	0	0	1	0	1	Peak Hour	16	5	6	4	31



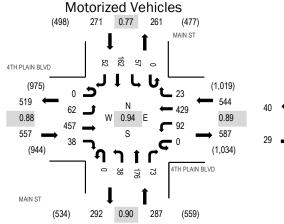
Location: 2 MAIN ST & 4TH PLAIN BLVD PM

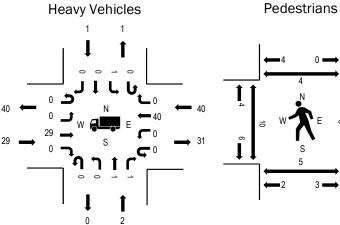
Date: Wednesday, November 16, 2022

Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:05 PM - 04:20 PM

Peak Hour





Note: Total study counts contained in parentheses.

	HV%	PHF
EB	5.2%	0.88
WB	7.4%	0.89
NB	0.7%	0.90
SB	0.4%	0.77
All	4.3%	0.94

Interval			AIN BLVI)			AIN BLVI)			N ST bound			MAIN South	N ST bound			Rolling
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour
4:00 PM	0	2	35	5	0	4	39	4	0	6	9	7	0	7	10	0	128	1,659
4:05 PM	0	14	43	2	0	7	38	0	0	0	14	4	0	6	9	4	141	1,658
4:10 PM	0	3	32	3	0	14	36	4	0	3	18	4	0	10	21	5	153	1,655
4:15 PM	0	7	39	6	0	9	30	2	0	5	17	4	0	4	23	3	149	1,649
4:20 PM	0	3	43	4	0	5	42	0	0	2	8	10	0	4	16	4	141	1,609
4:25 PM	0	3	26	1	0	4	39	3	0	2	16	8	0	2	15	3	122	1,584
4:30 PM	0	9	36	3	0	4	21	0	0	6	23	6	0	8	12	6	134	1,578
4:35 PM	0	5	51	2	0	6	41	2	0	2	15	9	0	5	8	11	157	1,555
4:40 PM	0	6	44	2	0	12	38	5	0	0	17	4	0	2	14	6	150	1,492
4:45 PM	0	1	34	2	0	9	33	0	0	7	17	6	0	3	12	4	128	1,432
4:50 PM	0	5	42	7	0	11	43	1	0	1	11	4	0	5	9	6	145	1,411
4:55 PM	0	4	32	1	0	7	29	2	0	4	11	7	0	1	13	0	111	1,374
5:00 PM	0	5	38	0	0	8	35	1	0	3	13	6	0	2	12	4	127	1,361
5:05 PM	0	8	23	0	0	6	35	2	0	3	22	14	0	5	16	4	138	
5:10 PM	0	5	43	3	0	5	31	3	0	5	15	6	0	4	22	5	147	
5:15 PM	0	3	30	1	0	10	26	6	0	1	13	7	0	5	4	3	109	
5:20 PM	0	5	21	2	0	10	27	1	0	4	17	6	0	6	13	4	116	
5:25 PM	0	1	22	6	0	5	28	4	0	3	16	9	0	2	13	7	116	
5:30 PM	0	6	23	2	0	6	36	1	0	5	7	10	0	1	11	3	111	
5:35 PM	0	5	20	4	0	3	33	1	0	3	2	7	0	0	13	3	94	
5:40 PM	0	2	24	2	0	3	27	2	0	2	9	10	0	1	3	5	90	
5:45 PM	0	1	24	0	0	7	32	0	0	4	11	9	0	2	11	6	107	
5:50 PM	0	3	24	3	0	13	31	1	0	2	3	10	0	5	10	3	108	
5:55 PM	0	5	22	1	0	5	28	3	0	0	14	1	0	5	9	5	98	
Count Total	0	111	771	62	0	173	798	48	0	73	318	168	0	95	299	104	3,020	_
Peak Hour	0	62	457	38	0	92	429	23	0	38	176	73	0	57	162	52	1,659	_

Interval		Hea	avy Vehicle	es		Interval		Bicycle	s on Road	dway		Interval	Ped	destrians/E	Bicycles on	Crosswa	lk
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total
4:00 PM	5	0	7	0	12	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	1	0	8	0	9	4:05 PM	0	0	0	0	0	4:05 PM	1	0	0	0	1
4:10 PM	1	0	4	0	5	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	5	1	2	0	8	4:15 PM	0	0	0	0	0	4:15 PM	2	0	2	2	6
4:20 PM	3	0	4	0	7	4:20 PM	0	0	1	0	1	4:20 PM	0	0	0	0	0
4:25 PM	1	0	3	0	4	4:25 PM	0	0	0	0	0	4:25 PM	0	1	2	1	4
4:30 PM	3	0	1	0	4	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	1	1
4:35 PM	1	1	3	0	5	4:35 PM	0	0	0	0	0	4:35 PM	0	1	0	0	1
4:40 PM	2	0	3	0	5	4:40 PM	0	0	0	0	0	4:40 PM	2	1	1	0	4
4:45 PM	1	0	2	0	3	4:45 PM	0	0	0	0	0	4:45 PM	1	1	0	0	2
4:50 PM	5	0	2	1	8	4:50 PM	0	0	0	0	0	4:50 PM	1	0	0	0	1
4:55 PM	1	0	1	0	2	4:55 PM	0	0	0	1	1	4:55 PM	3	1	0	0	4
5:00 PM	2	0	3	0	5	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	3	0	2	0	5	5:05 PM	0	0	1	0	1	5:05 PM	2	0	1	0	3
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	1	0	2	0	3
5:15 PM	1	0	1	0	2	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	2	1	1	0	4	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	1	0	0	0	1	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	3	0	3	5:30 PM	0	0	0	0	0	5:30 PM	1	1	0	0	2
5:35 PM	1	0	2	0	3	5:35 PM	0	0	0	0	0	5:35 PM	1	0	1	0	2
5:40 PM	1	0	2	0	3	5:40 PM	0	0	0	0	0	5:40 PM	1	2	1	1	5
5:45 PM	1	0	2	0	3	5:45 PM	0	0	0	1	1	5:45 PM	1	0	0	0	1
5:50 PM	1	0	1	1	3	5:50 PM	0	0	0	0	0	5:50 PM	0	1	0	0	1
5:55 PM	1	0	0	0	1	5:55 PM	0	0	0	0	0	5:55 PM	1	0	0	0	1
Count Total	43	3	57	2	105	Count Total	0	0	2	2	4	Count Total	18	9	10	5	42
Peak Hour	29	2	40	1	72	Peak Hour	0	0	1	1	2	Peak Hour	10	5	5	4	24



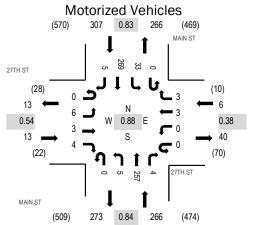
Location: 3 MAIN ST & 27TH ST PM

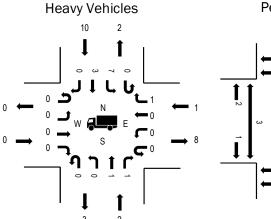
Date: Wednesday, November 16, 2022

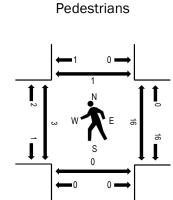
Peak Hour: 04:05 PM - 05:05 PM

Peak 15-Minutes: 04:05 PM - 04:20 PM

Peak Hour







Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.54
WB	16.7%	0.38
NB	0.8%	0.84
SB	3.3%	0.83
All	2.2%	0.88

Interval			H ST cound				H ST bound			MAII North	N ST bound			MAII South	N ST bound			Rolling
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour
4:00 PM	0	0	0	0	0	0	0	0	0	0	12	1	0	3	18	0	34	581
4:05 PM	0	0	0	1	0	0	0	1	0	0	29	0	0	2	24	1	58	592
4:10 PM	0	0	1	0	0	0	0	0	0	1	24	0	0	4	28	0	58	589
4:15 PM	0	0	0	0	0	0	0	0	0	0	18	1	0	4	29	0	52	589
4:20 PM	0	0	1	1	0	0	0	1	0	0	17	0	0	2	23	0	45	577
4:25 PM	0	1	0	0	0	0	0	0	0	1	20	0	0	4	25	0	51	580
4:30 PM	0	0	0	0	0	0	2	1	0	1	22	0	0	2	18	1	47	573
4:35 PM	0	0	0	0	0	0	0	0	0	1	29	0	0	3	29	0	62	560
4:40 PM	0	1	0	1	0	0	0	0	0	1	27	1	0	2	25	1	59	527
4:45 PM	0	1	0	1	0	0	1	0	0	0	18	0	0	3	13	1	38	501
4:50 PM	0	2	1	0	0	0	0	0	0	0	14	0	0	0	19	0	36	495
4:55 PM	0	0	0	0	0	0	0	0	0	0	21	1	0	2	16	1	41	492
5:00 PM	0	1	0	0	0	0	0	0	0	0	18	1	0	5	20	0	45	495
5:05 PM	0	0	0	1	0	0	1	0	0	0	26	1	0	4	22	0	55	
5:10 PM	0	0	0	0	0	0	0	0	0	1	25	0	0	3	28	1	58	
5:15 PM	0	0	0	1	0	0	0	0	0	1	20	0	0	1	17	0	40	
5:20 PM	0	3	1	0	0	0	0	0	0	1	23	0	0	2	17	1	48	
5:25 PM	0	0	0	1	0	0	0	0	0	1	19	1	0	1	20	1	44	
5:30 PM	0	0	0	0	0	0	0	1	0	0	12	0	0	1	18	2	34	
5:35 PM	0	0	0	0	0	0	0	0	0	1	9	0	0	0	19	0	29	
5:40 PM	0	0	0	0	0	0	0	1	0	1	12	0	0	3	16	0	33	
5:45 PM	0	0	0	0	0	0	0	0	0	1	7	1	0	2	20	1	32	
5:50 PM	0	1	1	0	0	0	0	1	0	1	9	0	0	2	18	0	33	
5:55 PM	0	0	0	0	0	0	0	0	0	0	22	0	0	2	20	0	44	
Count Total	0	10	5	7	0	0	4	6	0	13	453	8	0	57	502	11	1,076	_
Peak Hour	0	6	3	4	0	0	3	3	0	5	257	4	0	33	269	5	592	_

Interval		Hea	avy Vehicle	es		Interval		Bicycle	es on Road	dway		Interval	Pe	destrians/E	Bicycles on	Crosswa	lk
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total
4:00 PM	0	0	0	1	1	4:00 PM	0	0	0	0	0	4:00 PM	2	0	1	1	4
4:05 PM	0	0	0	2	2	4:05 PM	0	0	0	0	0	4:05 PM	0	0	1	0	1
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	2	0	2
4:15 PM	0	1	0	0	1	4:15 PM	0	0	0	0	0	4:15 PM	0	0	4	0	4
4:20 PM	0	0	1	1	2	4:20 PM	0	0	0	0	0	4:20 PM	0	0	7	0	7
4:25 PM	0	0	0	1	1	4:25 PM	0	0	0	0	0	4:25 PM	1	0	0	0	1
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	1	0	1
4:35 PM	0	0	0	1	1	4:35 PM	0	0	0	0	0	4:35 PM	0	0	1	0	1
4:40 PM	0	0	0	2	2	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	1	1	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	1	0	1	2	4:55 PM	0	0	0	1	1	4:55 PM	1	0	0	0	1
5:00 PM	0	0	0	1	1	5:00 PM	0	0	0	0	0	5:00 PM	1	0	1	1	3
5:05 PM	0	0	0	1	1	5:05 PM	0	0	0	0	0	5:05 PM	1	0	0	0	1
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	1	0	0	0	1
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	1	1
5:20 PM	0	1	0	1	2	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	2	1	3
5:40 PM	0	0	0	2	2	5:40 PM	0	0	0	0	0	5:40 PM	0	0	1	0	1
5:45 PM	0	0	0	1	1	5:45 PM	0	0	0	1	1	5:45 PM	1	0	0	0	1
5:50 PM	0	0	0	1	1	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	0	3	1	17	21	Count Total	0	0	0	2	2	Count Total	8	0	21	4	33
Peak Hour	0	2	1	10	13	Peak Hour	0	0	0	1	1	Peak Hour	3	0	17	1	21

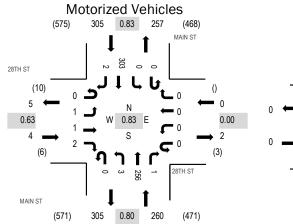


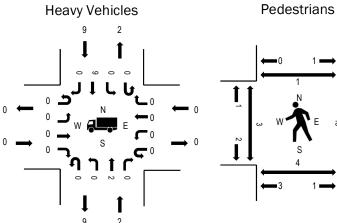
Location: 4 MAIN ST & 28TH ST PM Date: Wednesday, November 16, 2022

Peak Hour: 04:10 PM - 05:10 PM

Peak 15-Minutes: 04:25 PM - 04:40 PM

Peak Hour





Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.63
WB	0.0%	0.00
NB	0.8%	0.80
SB	3.0%	0.83
All	1.9%	0.83

Interval		Eastl	H ST cound			West	H ST bound			North	N ST nbound			South	N ST nbound			Rollir
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Ηοι
4:00 PM	0	0	0	0	0	0	0	0	0	0	17	0	0	0	25	0	42	56
4:05 PM	0	0	0	0	0	0	0	0	0	1	25	0	0	0	24	0	50	50
4:10 PM	0	0	0	0	0	0	0	0	0	1	20	0	0	0	37	0	58	5
4:15 PM	0	0	0	1	0	0	0	0	0	1	25	0	0	0	34	0	61	5
4:20 PM	0	0	0	0	0	0	0	0	0	0	13	0	0	0	14	0	27	5
4:25 PM	0	0	0	0	0	0	0	0	0	0	19	0	0	0	31	0	50	5
4:30 PM	0	0	0	0	0	0	0	0	0	0	32	0	0	0	25	0	57	5
4:35 PM	0	0	0	0	0	0	0	0	0	0	29	0	0	0	35	1	65	5
4:40 PM	0	0	0	0	0	0	0	0	0	1	23	0	0	0	23	0	47	5
4:45 PM	0	0	0	1	0	0	0	0	0	0	11	0	0	0	15	0	27	4
4:50 PM	0	0	0	0	0	0	0	0	0	0	20	0	0	0	21	0	41	4
4:55 PM	0	0	1	0	0	0	0	0	0	0	23	0	0	0	13	0	37	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	13	0	0	0	28	0	41	4
5:05 PM	0	1	0	0	0	0	0	0	0	0	28	1	0	0	27	1	58	
5:10 PM	0	1	0	0	0	0	0	0	0	0	23	0	0	0	30	0	54	
5:15 PM	0	0	0	0	0	0	0	0	0	0	30	0	0	0	17	3	50	
5:20 PM	0	1	0	0	0	0	0	0	0	1	17	0	0	0	22	0	41	
5:25 PM	0	0	0	0	0	0	0	0	0	0	16	0	0	0	24	0	40	
5:30 PM	0	0	0	0	0	0	0	0	0	0	17	0	0	0	20	0	37	
5:35 PM	0	0	0	0	0	0	0	0	0	0	12	0	0	0	16	0	28	
5:40 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	1	21	0	31	
5:45 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	27	0	35	
5:50 PM	0	0	0	0	0	0	0	0	0	0	13	0	0	0	13	0	26	
5:55 PM	0	0	0	0	0	0	0	0	0	0	22	0	0	0	27	0	49	
Count Total	0	3	1	2	0	0	0	0	0	5	465	1	0	1	569	5	1,052	
Peak Hour	0	1	1	2	0	0	0	0	0	3	256	1	0	0	303	2	569	

Interval		Hea	avy Vehicle	es		Interval		Bicycle	es on Road	dway		Interval	Ped	destrians/E	Bicycles on	Crosswa	lk
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total
4:00 PM	0	0	0	3	3	4:00 PM	0	0	0	0	0	4:00 PM	1	0	1	0	2
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	2	0	2
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	2	8	0	10
4:15 PM	0	2	0	0	2	4:15 PM	0	0	0	0	0	4:15 PM	0	0	8	0	8
4:20 PM	0	0	0	1	1	4:20 PM	0	0	0	0	0	4:20 PM	1	0	1	0	2
4:25 PM	0	0	0	1	1	4:25 PM	0	0	0	0	0	4:25 PM	0	0	1	0	1
4:30 PM	0	0	0	1	1	4:30 PM	0	0	0	0	0	4:30 PM	1	1	0	0	2
4:35 PM	0	0	0	2	2	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	2	2	4:50 PM	0	0	0	0	0	4:50 PM	0	1	0	0	1
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	1	1	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	1	1	5:00 PM	0	0	0	0	0	5:00 PM	1	0	0	0	1
5:05 PM	0	0	0	1	1	5:05 PM	0	0	0	0	0	5:05 PM	0	0	2	1	3
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	1	0	0	0	1
5:15 PM	0	1	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	1	1	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	1	0	1	0	2
5:40 PM	0	0	0	2	2	5:40 PM	0	0	0	0	0	5:40 PM	1	0	0	0	1
5:45 PM	0	0	0	2	2	5:45 PM	0	0	0	1	1	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	0	3	0	17	20	Count Total	0	0	0	2	2	Count Total	7	4	24	1	36
Peak Hour	0	2	0	9	11	Peak Hour	0	0	0	1	1	Peak Hour	3	4	20	1	28

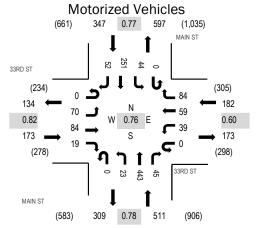


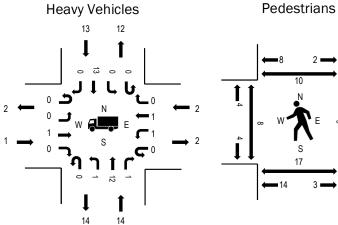
Location: 6 MAIN ST & 33RD ST PM Date: Wednesday, November 16, 2022

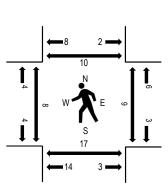
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:05 PM - 04:20 PM

Peak Hour







Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.6%	0.82
WB	1.1%	0.60
NB	2.7%	0.78
SB	3.7%	0.77
All	2.5%	0.76

Interval			RD ST				RD ST bound			MAIN	N ST bound			MAIN	N ST Ibound			Rolling
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour
4:00 PM	0	3	9	5	0	4	4	7	0	2	27	4	0	5	26	3	99	1,213
4:05 PM	0	5	12	1	0	5	5	7	0	3	47	6	0	6	29	6	132	1,195
4:10 PM	0	5	9	4	0	6	15	18	0	2	47	1	0	11	22	3	143	1,166
4:15 PM	0	6	6	1	0	4	2	14	0	0	56	2	0	3	27	5	126	1,132
4:20 PM	0	5	7	2	0	2	5	8	0	5	37	3	0	2	17	1	94	1,097
4:25 PM	0	4	6	0	0	2	5	6	0	3	34	0	0	1	29	5	95	1,092
4:30 PM	0	6	3	0	0	4	3	5	0	1	43	5	0	2	18	4	94	1,079
4:35 PM	0	5	4	2	0	6	5	3	0	0	31	7	0	4	27	7	101	1,055
4:40 PM	0	10	12	0	0	2	3	2	0	2	30	8	0	3	18	5	95	1,007
4:45 PM	0	10	6	1	0	1	5	5	0	2	31	2	0	4	11	6	84	967
4:50 PM	0	8	3	2	0	1	4	6	0	1	26	3	0	3	14	3	74	947
4:55 PM	0	3	7	1	0	2	3	3	0	2	34	4	0	0	13	4	76	936
5:00 PM	0	6	6	3	0	3	4	1	0	0	31	4	0	4	18	1	81	937
5:05 PM	0	4	8	1	0	3	6	6	0	1	40	2	0	4	25	3	103	
5:10 PM	0	2	10	2	0	1	8	5	0	1	50	8	0	0	17	5	109	
5:15 PM	0	4	5	1	0	2	5	3	0	1	37	6	0	6	20	1	91	
5:20 PM	0	3	5	2	0	3	3	10	0	0	41	2	0	2	14	4	89	
5:25 PM	0	6	6	0	0	3	5	3	0	2	25	1	0	3	24	4	82	
5:30 PM	0	2	6	1	0	1	1	4	0	0	27	3	0	2	19	4	70	
5:35 PM	0	3	2	1	0	4	2	3	0	0	18	2	0	1	12	5	53	
5:40 PM	0	2	1	0	0	1	1	3	0	0	16	3	0	4	19	5	55	
5:45 PM	0	1	2	0	0	1	5	3	0	0	14	3	0	3	28	4	64	
5:50 PM	0	3	2	1	0	3	4	2	0	2	22	0	0	2	17	5	63	
5:55 PM	0	1	3	0	0	1	5	5	0	0	32	1	0	3	23	3	77	
Count Total	0	107	140	31	0	65	108	132	0	30	796	80	0	78	487	96	2,150	_
Peak Hour	0	70	84	19	0	39	59	84	0	23	443	45	0	44	251	52	1,213	_

Interval		Hea	avy Vehicle	es		Interval		Bicycle	s on Road	dway		Interval	Ped	destrians/E	Bicycles on	Crosswa	lk
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total
4:00 PM	1	2	0	3	6	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	1	1	2	4	4:05 PM	0	0	0	0	0	4:05 PM	0	3	3	2	8
4:10 PM	0	2	0	0	2	4:10 PM	0	0	0	0	0	4:10 PM	2	8	2	2	14
4:15 PM	0	2	1	2	5	4:15 PM	0	0	0	0	0	4:15 PM	0	3	1	3	7
4:20 PM	0	1	0	1	2	4:20 PM	0	0	0	0	0	4:20 PM	1	0	2	2	5
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	2	0	2	4	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	2	2	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	1	0	0	0	1	4:45 PM	1	1	0	0	2
4:50 PM	0	1	0	1	2	4:50 PM	0	0	0	1	1	4:50 PM	1	0	1	0	2
4:55 PM	0	3	0	0	3	4:55 PM	0	0	0	0	0	4:55 PM	3	2	0	1	6
5:00 PM	0	0	0	2	2	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	1	1
5:05 PM	0	0	0	1	1	5:05 PM	0	0	0	0	0	5:05 PM	0	0	2	0	2
5:10 PM	0	1	0	0	1	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	1	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	2	0	1	3	5:20 PM	1	0	0	0	1	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	1	2	3
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	1	0	0	0	1
5:40 PM	0	1	0	2	3	5:40 PM	0	0	0	1	1	5:40 PM	0	3	2	1	6
5:45 PM	0	0	0	1	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	1	0	0	1	5:50 PM	0	0	1	0	1	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	1	20	2	20	43	Count Total	2	0	1	2	5	Count Total	9	20	14	14	57
Peak Hour	1	14	2	13	30	Peak Hour	1	0	0	1	2	Peak Hour	8	17	9	10	44

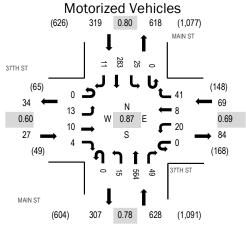


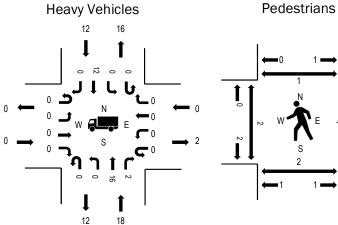
Location: 7 MAIN ST & 37TH ST PM Date: Wednesday, November 16, 2022

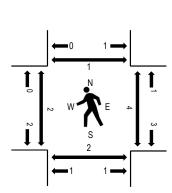
Peak Hour: 04:10 PM - 05:10 PM

Peak 15-Minutes: 04:10 PM - 04:25 PM

Peak Hour







Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.60
WB	0.0%	0.69
NB	2.9%	0.78
SB	3.8%	0.80
All	2.9%	0.87

Interval			H ST				H ST bound			MAII North	N ST bound			MAII South	N ST Ibound			Rolling
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour
4:00 PM	0	0	0	0	0	0	2	5	0	0	36	5	0	0	24	1	73	1,034
4:05 PM	0	0	0	1	0	1	1	4	0	0	43	0	0	1	31	1	83	1,035
4:10 PM	0	0	0	0	0	1	0	3	0	2	72	5	0	2	17	1	103	1,043
4:15 PM	0	1	1	0	0	3	0	5	0	1	66	6	0	4	33	0	120	1,042
4:20 PM	0	0	0	1	0	2	2	2	0	4	43	2	0	4	17	1	78	996
4:25 PM	0	0	1	1	0	0	0	4	0	1	38	3	0	1	30	1	80	1,008
4:30 PM	0	0	0	0	0	3	0	0	0	2	47	5	0	2	26	1	86	1,001
4:35 PM	0	0	2	0	0	2	0	7	0	1	46	4	0	3	35	4	104	1,006
4:40 PM	0	1	0	0	0	2	2	2	0	1	41	1	0	1	29	1	81	953
4:45 PM	0	2	3	0	0	1	2	5	0	1	51	3	0	2	19	0	89	928
4:50 PM	0	2	0	0	0	0	1	1	0	0	37	4	0	1	18	0	64	892
4:55 PM	0	2	1	0	0	2	0	5	0	1	37	6	0	2	15	2	73	880
5:00 PM	0	4	0	1	0	1	1	5	0	1	33	4	0	3	21	0	74	880
5:05 PM	0	1	2	1	0	3	0	2	0	0	53	6	0	0	23	0	91	
5:10 PM	0	5	1	0	0	2	1	4	0	1	51	8	0	8	21	0	102	
5:15 PM	0	0	0	0	0	0	1	1	0	2	36	5	0	2	25	2	74	
5:20 PM	0	1	0	1	0	3	1	6	0	1	46	7	0	4	20	0	90	
5:25 PM	0	1	0	3	0	5	1	4	0	0	33	3	0	5	16	2	73	
5:30 PM	0	0	1	1	0	1	3	6	0	1	39	6	0	2	30	1	91	
5:35 PM	0	1	0	0	0	2	1	3	0	0	25	4	0	1	14	0	51	
5:40 PM	0	2	0	0	0	2	0	2	0	1	22	1	0	0	25	1	56	
5:45 PM	0	0	0	0	0	1	0	4	0	1	17	4	0	0	25	1	53	
5:50 PM	0	1	0	0	0	1	0	5	0	0	18	7	0	0	18	2	52	
5:55 PM	0	1	2	0	0	2	0	4	0	2	33	5	0	2	22	0	73	
Count Total	0	25	14	10	0	40	19	89	0	24	963	104	0	50	554	22	1,914	_
Peak Hour	0	13	10	4	0	20	8	41	0	15	564	49	0	25	283	11	1,043	_

Interval		Hea	avy Vehicle	es		Interval		Bicycle	es on Road	dway		Interval	Ped	destrians/E	Bicycles on	Crosswa	lk
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total
4:00 PM	0	1	0	1	2	4:00 PM	0	0	0	0	0	4:00 PM	0	0	1	0	1
4:05 PM	0	0	0	3	3	4:05 PM	0	0	0	0	0	4:05 PM	0	0	1	0	1
4:10 PM	0	6	0	0	6	4:10 PM	0	0	0	0	0	4:10 PM	1	0	0	0	1
4:15 PM	0	4	0	2	6	4:15 PM	0	0	0	0	0	4:15 PM	1	0	0	0	1
4:20 PM	0	0	0	3	3	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	3	0	1	4	4:30 PM	0	0	0	0	0	4:30 PM	0	0	1	0	1
4:35 PM	0	0	0	2	2	4:35 PM	0	0	0	0	0	4:35 PM	0	1	0	0	1
4:40 PM	0	1	0	0	1	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	1	0	1
4:50 PM	0	1	0	1	2	4:50 PM	0	0	0	0	0	4:50 PM	2	1	1	0	4
4:55 PM	0	2	0	0	2	4:55 PM	0	0	0	0	0	4:55 PM	0	1	0	0	1
5:00 PM	0	1	0	2	3	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	1	1	5:05 PM	0	0	0	0	0	5:05 PM	0	0	1	1	2
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	1	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	2	0	2
5:20 PM	0	2	0	1	3	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	1	0	0	1	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	1	0	0	0	1
5:40 PM	0	1	0	2	3	5:40 PM	0	0	0	0	0	5:40 PM	0	0	1	0	1
5:45 PM	0	0	0	1	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	1	0	1
5:50 PM	0	1	0	0	1	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	2	0	0	2	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	0	27	0	20	47	Count Total	0	0	0	0	0	Count Total	5	3	10	1	19
Peak Hour	0	18	0	12	30	Peak Hour	0	0	0	0	0	Peak Hour	4	3	4	1	12

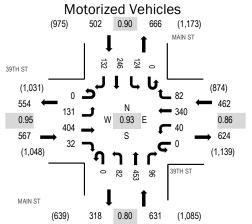


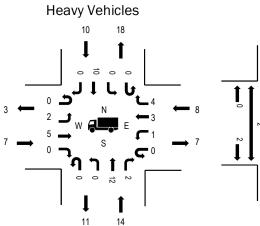
Location: 8 MAIN ST & 39TH ST PM Date: Wednesday, November 16, 2022

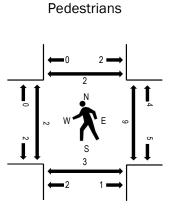
Peak Hour: 04:10 PM - 05:10 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour







Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.2%	0.95
WB	1.7%	0.86
NB	2.2%	0.80
SB	2.0%	0.90
All	1.8%	0.93

Interval			H ST				H ST bound			MAII	N ST bound				N ST nbound			Rolling
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour
4:00 PM	0	7	34	4	0	4	29	8	0	5	20	10	0	13	14	7	155	2,142
4:05 PM	0	10	37	1	0	2	21	9	0	4	25	2	0	12	32	7	162	2,137
4:10 PM	0	19	28	1	0	6	27	6	0	7	61	8	0	7	27	10	207	2,162
4:15 PM	0	12	38	2	0	4	27	6	0	6	45	5	0	7	21	8	181	2,141
4:20 PM	0	12	34	2	0	3	30	5	0	10	49	5	0	6	19	8	183	2,133
4:25 PM	0	5	23	4	0	1	24	9	0	6	28	6	0	15	27	13	161	2,109
4:30 PM	0	7	38	3	0	4	40	11	0	8	39	7	0	11	17	11	196	2,107
4:35 PM	0	6	43	1	0	6	29	7	0	7	36	10	0	14	30	7	196	2,069
4:40 PM	0	12	39	1	0	3	28	10	0	7	34	6	0	10	26	15	191	1,995
4:45 PM	0	11	31	4	0	2	27	8	0	6	34	12	0	13	12	11	171	1,941
4:50 PM	0	8	33	4	0	4	38	3	0	4	33	8	0	10	12	11	168	1,906
4:55 PM	0	15	30	6	0	3	27	5	0	7	32	10	0	9	13	14	171	1,880
5:00 PM	0	4	26	2	0	1	16	7	0	7	31	11	0	8	25	12	150	1,840
5:05 PM	0	20	41	2	0	3	27	5	0	7	31	8	0	14	17	12	187	
5:10 PM	0	13	32	5	0	2	23	7	0	8	40	8	0	12	27	9	186	
5:15 PM	0	10	27	1	0	1	22	6	0	5	38	7	0	6	31	19	173	
5:20 PM	0	13	33	2	0	3	26	3	0	7	33	5	0	9	16	9	159	
5:25 PM	0	10	31	4	0	4	28	8	0	4	34	7	0	10	13	6	159	
5:30 PM	0	1	20	1	0	6	28	9	0	3	37	10	0	7	24	12	158	
5:35 PM	0	11	31	1	0	0	21	3	0	7	18	3	0	6	15	6	122	
5:40 PM	0	8	18	3	0	1	31	10	0	4	21	3	0	6	23	9	137	
5:45 PM	0	12	23	1	0	2	24	4	0	6	16	3	0	8	26	11	136	
5:50 PM	0	10	27	5	0	4	31	4	0	5	17	5	0	7	16	11	142	
5:55 PM	0	4	27	4	0	3	18	7	0	6	21	7	0	9	20	5	131	
Count Total	0	240	744	64	0	72	642	160	0	146	773	166	0	229	503	243	3,982	_
Peak Hour	0	131	404	32	0	40	340	82	0	82	453	96	0	124	246	132	2,162	_

Interval		Hea	avy Vehicle	es		Interval		Bicycle	es on Road	dway		Interval	Ped	destrians/E	Bicycles on	Crosswa	lk
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total
4:00 PM	3	1	1	4	9	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	2	1	2	2	7	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	1	1
4:10 PM	1	2	0	0	3	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	1	1	1	1	4	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	3	2	1	2	8	4:20 PM	0	0	0	0	0	4:20 PM	0	0	2	0	2
4:25 PM	1	0	0	0	1	4:25 PM	0	0	1	0	1	4:25 PM	0	0	2	0	2
4:30 PM	0	1	0	1	2	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	1	1
4:35 PM	0	1	0	2	3	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	1	0	1	0	2
4:45 PM	0	1	1	0	2	4:45 PM	0	0	0	0	0	4:45 PM	1	3	3	0	7
4:50 PM	0	0	1	1	2	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	1	1
4:55 PM	1	3	1	0	5	4:55 PM	0	0	0	0	0	4:55 PM	0	0	1	0	1
5:00 PM	0	3	3	2	8	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	1	1
5:05 PM	0	0	0	1	1	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	1	0	0	0	1	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	2	1	0	1	4	5:15 PM	0	0	0	0	0	5:15 PM	0	0	2	0	2
5:20 PM	0	2	0	0	2	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	1	0	0	1	5:25 PM	0	0	0	0	0	5:25 PM	0	0	4	4	8
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	1	0	1
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	1	1
5:40 PM	0	0	0	3	3	5:40 PM	0	1	0	0	1	5:40 PM	1	0	1	0	2
5:45 PM	1	1	0	3	5	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	1	1
5:50 PM	0	1	0	1	2	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	1	0	1	0	2	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	17	22	12	24	75	Count Total	0	1	1	0	2	Count Total	3	3	17	10	33
Peak Hour	7	14	8	10	39	Peak Hour	0	0	1	0	1	Peak Hour	2	3	9	3	17

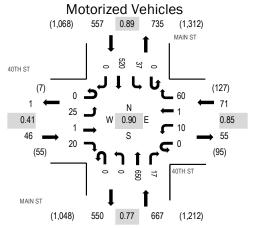


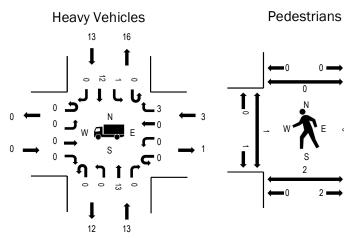
Location: 9 MAIN ST & 40TH ST PM **Date:** Wednesday, November 16, 2022

Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:10 PM - 04:25 PM

Peak Hour





Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.41
WB	4.2%	0.85
NB	1.9%	0.77
SB	2.3%	0.89
All	2.2%	0.90

Interval			H ST bound				H ST bound				N ST nbound				N ST nbound			Rolling
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour
4:00 PM	0	0	0	1	0	0	0	8	0	0	37	0	0	2	44	0	92	1,341
4:05 PM	0	2	0	0	0	1	0	5	0	0	47	1	0	1	60	0	117	1,332
4:10 PM	0	1	0	1	0	1	0	3	0	0	80	1	0	2	37	0	126	1,338
4:15 PM	0	1	0	1	0	2	1	4	0	0	69	2	0	6	39	0	125	1,330
4:20 PM	0	1	0	0	0	1	0	6	0	0	67	2	0	2	42	0	121	1,317
4:25 PM	0	4	0	5	0	1	0	6	0	0	44	0	0	3	50	0	113	1,299
4:30 PM	0	11	0	6	0	0	0	7	0	0	58	2	0	3	36	0	123	1,278
4:35 PM	0	1	0	2	0	0	0	7	0	0	46	2	0	7	56	0	121	1,241
4:40 PM	0	1	0	1	0	0	0	2	0	0	55	1	0	6	48	0	114	1,194
4:45 PM	0	1	0	0	0	2	0	2	0	0	53	3	0	2	30	0	93	1,158
4:50 PM	0	0	0	2	0	1	0	8	0	0	45	2	0	1	42	0	101	1,149
4:55 PM	0	2	1	1	0	1	0	2	0	0	49	1	0	2	36	0	95	1,130
5:00 PM	0	1	0	1	0	4	0	4	0	4	31	0	0	2	36	0	83	1,121
5:05 PM	0	0	0	0	0	2	0	3	0	1	60	3	0	0	54	0	123	
5:10 PM	0	0	0	0	0	1	0	1	0	0	64	1	0	3	47	1	118	
5:15 PM	0	0	0	0	0	0	0	4	0	0	54	1	0	3	50	0	112	
5:20 PM	0	0	0	1	0	0	0	5	0	0	52	0	0	3	42	0	103	
5:25 PM	0	0	0	0	0	0	0	2	0	0	52	2	0	3	33	0	92	
5:30 PM	0	0	0	4	0	1	0	2	0	0	45	0	0	3	31	0	86	
5:35 PM	0	0	0	0	0	1	0	2	0	0	31	0	0	1	39	0	74	
5:40 PM	0	0	0	0	0	0	0	2	0	0	38	1	0	2	35	0	78	
5:45 PM	0	0	0	0	0	0	0	3	0	0	38	0	0	3	40	0	84	
5:50 PM	0	0	0	1	0	0	0	2	0	0	27	1	0	6	45	0	82	
5:55 PM	0	1	0	0	0	1	0	16	0	0	37	2	0	0	29	0	86	
Count Total	0	27	1	27	0	20	1	106	0	5	1,179	28	0	66	1,001	1	2,462	_
Peak Hour	0	25	1	20	0	10	1	60	0	0	650	17	0	37	520	0	1,341	_

Interval		Hea	avy Vehicl	es	-	Interval		Bicycle	es on Road	dway		Interval	Ped	destrians/E	Bicycles on	Crosswa	ılk
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total
4:00 PM	0	1	0	4	5	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	1	0	1	2	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	2	0	2
4:15 PM	0	2	1	1	4	4:15 PM	0	0	0	0	0	4:15 PM	0	0	1	0	1
4:20 PM	0	3	0	2	5	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	1	0	0	1	4:25 PM	0	0	0	0	0	4:25 PM	0	2	2	0	4
4:30 PM	0	0	0	1	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	1	0	1
4:35 PM	0	1	1	2	4	4:35 PM	0	0	0	0	0	4:35 PM	0	0	2	0	2
4:40 PM	0	0	1	1	2	4:40 PM	0	0	0	0	0	4:40 PM	1	0	1	0	2
4:45 PM	0	1	0	0	1	4:45 PM	0	0	0	0	0	4:45 PM	1	0	0	0	1
4:50 PM	0	0	0	1	1	4:50 PM	0	0	0	0	0	4:50 PM	1	0	0	0	1
4:55 PM	0	3	0	0	3	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	5	0	2	7	5:00 PM	0	0	0	0	0	5:00 PM	0	0	1	0	1
5:05 PM	0	0	0	1	1	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	2	0	1	3	5:15 PM	0	0	0	0	0	5:15 PM	0	0	1	0	1
5:20 PM	0	2	0	0	2	5:20 PM	0	0	0	0	0	5:20 PM	3	0	2	0	5
5:25 PM	0	1	0	0	1	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	1	1	5:35 PM	0	0	0	0	0	5:35 PM	0	0	3	0	3
5:40 PM	0	0	0	1	1	5:40 PM	0	1	0	0	1	5:40 PM	1	1	0	0	2
5:45 PM	0	1	0	1	2	5:45 PM	0	0	0	0	0	5:45 PM	0	0	1	0	1
5:50 PM	0	1	0	0	1	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	1	0	0	1	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	0	26	3	20	49	Count Total	0	1	0	0	1	Count Total	7	3	17	0	27
Peak Hour	0	13	3	13	29	Peak Hour	0	0	0	0	0	Peak Hour	3	2	9	0	14



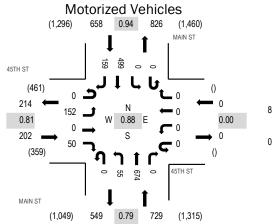
Location: 10 MAIN ST & 45TH ST PM

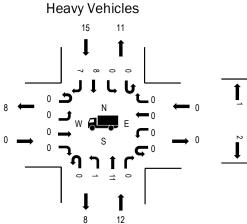
Date: Wednesday, November 16, 2022

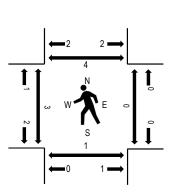
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:10 PM - 04:25 PM

Peak Hour







Pedestrians

Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.81
WB	0.0%	0.00
NB	1.6%	0.79
SB	2.3%	0.94
All	1.7%	0.88

manne count	.s - IVIULU	IIZEU	ACILIC	163														
		451	TH ST			451	TH ST			MAI	N ST			MAI	N ST			
Interval			bound				bound				nbound				bound			Rolling
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour
4:00 PM	0	15	0	5	0	0	0	0	0	3	40	0	0	0	39	11	113	1,589
4:05 PM	0	12	0	3	0	0	0	0	0	2	49	0	0	0	59	10	135	1,566
4:10 PM	0	11	0	3	0	0	0	0	0	2	84	0	0	0	42	7	149	1,567
4:15 PM	0	22	0	8	0	0	0	0	0	5	66	0	0	0	34	18	153	1,561
4:20 PM	0	11	0	7	0	0	0	0	0	6	68	0	0	0	44	12	148	1,532
4:25 PM	0	10	0	3	0	0	0	0	0	5	50	0	0	0	42	16	126	1,511
4:30 PM	0	10	0	4	0	0	0	0	0	4	76	0	0	0	37	13	144	1,501
4:35 PM	0	14	0	6	0	0	0	0	0	9	45	0	0	0	53	14	141	1,475
4:40 PM	0	11	0	5	0	0	0	0	0	5	50	0	0	0	44	13	128	1,430
4:45 PM	0	14	0	1	0	0	0	0	0	2	54	0	0	0	28	14	113	1,411
4:50 PM	0	12	0	3	0	0	0	0	0	7	43	0	0	0	39	18	122	1,410
4:55 PM	0	10	0	2	0	0	0	0	0	5	49	0	0	0	38	13	117	1,394
5:00 PM	0	12	0	3	0	0	0	0	0	4	28	0	0	0	32	11	90	1,381
5:05 PM	0	13	0	0	0	0	0	0	0	9	50	0	0	0	52	12	136	
5:10 PM	0	7	0	9	0	0	0	0	0	5	63	0	0	0	48	11	143	
5:15 PM	0	8	0	6	0	0	0	0	0	6	56	0	0	0	34	14	124	
5:20 PM	0	9	0	2	0	0	0	0	0	1	53	0	0	0	38	24	127	
5:25 PM	0	10	0	3	0	0	0	0	0	14	42	0	0	0	32	15	116	
5:30 PM	0	6	0	3	0	0	0	0	0	12	51	0	0	0	35	11	118	
5:35 PM	0	10	0	2	0	0	0	0	0	4	30	0	0	0	40	10	96	
5:40 PM	0	16	0	3	0	0	0	0	0	5	36	0	0	0	30	19	109	
5:45 PM	0	10	0	3	0	0	0	0	0	5	36	0	0	0	46	12	112	
5:50 PM	0	10	0	2	0	0	0	0	0	3	27	0	0	0	48	16	106	
5:55 PM	0	8	0	2	0	0	0	0	0	3	43	0	0	0	27	21	104	
Count Total	0	271	0	88	0	0	0	0	0	126	1,189	0	0	0	961	335	2,970	
Peak Hour	0	152	0	50	0	0	0	0	0	55	674	0	0	0	499	159	1,589	

Interval		Hea	avy Vehicl	es	-	Interval	-	Bicycle	es on Road	dway		Interval	Ped	destrians/E	Bicycles on	rosswa	ılk
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total
4:00 PM	0	0	0	4	4	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	1	0	1	2	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	1	1
4:15 PM	0	2	0	1	3	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	4	0	2	6	4:20 PM	0	0	0	0	0	4:20 PM	1	1	0	0	2
4:25 PM	0	1	0	1	2	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	1	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	1	1
4:35 PM	0	2	0	2	4	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	1	1
4:40 PM	0	0	0	1	1	4:40 PM	0	0	0	0	0	4:40 PM	2	0	0	0	2
4:45 PM	0	1	0	0	1	4:45 PM	0	0	0	0	0	4:45 PM	2	0	0	2	4
4:50 PM	0	0	0	1	1	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	1	0	1	2	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	4	0	1	5	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	1	0	0	2	3	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	1	1
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	1	0	1	2	5:15 PM	0	0	0	0	0	5:15 PM	4	0	0	0	4
5:20 PM	0	2	0	0	2	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	1	0	0	1	5:25 PM	0	0	0	0	0	5:25 PM	2	0	0	2	4
5:30 PM	0	1	0	0	1	5:30 PM	0	0	0	0	0	5:30 PM	1	0	0	1	2
5:35 PM	1	0	0	2	3	5:35 PM	0	0	0	0	0	5:35 PM	1	0	0	1	2
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	1	0	1	2	5:45 PM	0	0	0	0	0	5:45 PM	2	0	0	0	2
5:50 PM	0	1	0	0	1	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	2	23	0	22	47	Count Total	0	0	0	0	0	Count Total	15	1	0	10	26
Peak Hour	0	12	0	15	27	Peak Hour	0	0	0	0	0	Peak Hour	5	1	0	5	11



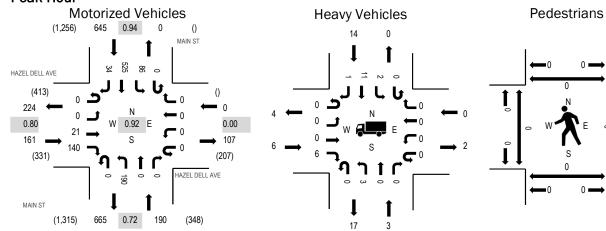
Location: 11 MAIN ST & HAZEL DELL AVE PM

Date: Wednesday, November 16, 2022

Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:05 PM - 04:20 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.7%	0.80
WB	0.0%	0.00
NB	1.6%	0.72
SB	2.2%	0.94
All	2.3%	0.92

Interval			DELL AV	E			DELL AV bound	E			N ST nbound				N ST nbound			Rolling
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour
4:00 PM	0	0	2	12	0	0	0	0	0	12	0	0	0	5	40	2	73	996
4:05 PM	0	0	1	19	0	0	0	0	0	16	0	0	0	13	49	4	102	994
4:10 PM	0	0	2	12	0	0	0	0	0	27	0	0	0	5	35	1	82	982
4:15 PM	0	0	3	13	0	0	0	0	0	20	0	0	0	5	42	4	87	982
4:20 PM	0	0	3	14	0	0	0	0	0	19	0	0	0	3	41	2	82	976
4:25 PM	0	0	1	5	0	0	0	0	0	10	0	0	0	5	53	2	76	982
4:30 PM	0	0	1	10	0	0	0	0	0	25	0	0	0	9	42	4	91	972
4:35 PM	0	0	3	14	0	0	0	0	0	8	0	0	0	7	54	3	89	959
4:40 PM	0	0	0	16	0	0	0	0	0	8	0	0	0	5	42	3	74	934
4:45 PM	0	0	0	6	0	0	0	0	0	18	0	0	0	12	36	3	75	934
4:50 PM	0	0	2	10	0	0	0	0	0	13	0	0	0	8	49	4	86	945
4:55 PM	0	0	3	9	0	0	0	0	0	14	0	0	0	9	42	2	79	943
5:00 PM	0	0	4	11	0	0	0	0	0	10	0	0	0	7	34	5	71	939
5:05 PM	0	0	4	21	0	0	0	0	0	7	0	0	0	12	44	2	90	
5:10 PM	0	0	1	12	0	0	0	0	0	11	0	0	0	11	45	2	82	
5:15 PM	0	0	1	8	0	0	0	0	0	16	0	0	0	8	47	1	81	
5:20 PM	0	0	0	12	0	0	0	0	0	16	0	0	0	9	49	2	88	
5:25 PM	0	0	2	7	0	0	0	0	0	13	0	0	0	2	40	2	66	
5:30 PM	0	0	2	9	0	0	0	0	0	17	0	0	0	10	37	3	78	
5:35 PM	0	0	3	16	0	0	0	0	0	8	0	0	0	1	34	2	64	
5:40 PM	0	0	0	12	0	0	0	0	0	18	0	0	0	3	39	2	74	
5:45 PM	0	0	1	16	0	0	0	0	0	11	0	0	0	8	46	4	86	
5:50 PM	0	0	1	13	0	0	0	0	0	15	0	0	0	6	48	1	84	
5:55 PM	0	0	2	12	0	0	0	0	0	16	0	0	0	2	38	5	75	
Count Total	0	0	42	289	0	0	0	0	0	348	0	0	0	165	1,026	65	1,935	_
Peak Hour	0	0	21	140	0	0	0	0	0	190	0	0	0	86	525	34	996	_

Interval		Hea	avy Vehicle	es		Interval		Bicycle	es on Road	dway		Interval	Pe	destrians/E	Bicycles on	Crosswa	ılk
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total
4:00 PM	3	0	0	3	6	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	1	0	0	0	1	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	2	2	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	1	1	0	1	3	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	1	0	2	3	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	1	1	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	1	0	0	0	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	2	2	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	1	1	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	1	0	1	2	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	1	1	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	1	0	1	2	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	1	0	0	0	1	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	1	0	1	2	5:10 PM	0	0	0	0	0	5:10 PM	4	0	0	0	4
5:15 PM	0	0	0	1	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	1	0	0	1	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	1	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	1	0	0	1	2	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	1	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	1	0	0	1	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	8	7	0	20	35	Count Total	0	0	0	0	0	Count Total	4	0	0	0	4
Peak Hour	6	3	0	14	23	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

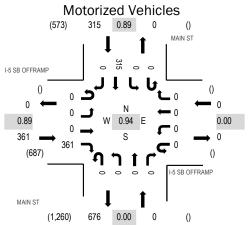


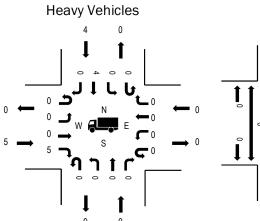
Location: 12 MAIN ST & I-5 SB OFFRAMP PM

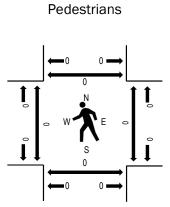
Date: Wednesday, November 16, 2022 **Peak Hour:** 04:25 PM - 05:25 PM

Peak 15-Minutes: 04:25 PM - 04:40 PM

Peak Hour







Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.4%	0.89
WB	0.0%	0.00
NB	0.0%	0.00
SB	1.3%	0.89
All	1.3%	0.94

Interval		Eastl	OFFRAMI bound			West	DFFRAMI bound			North	N ST bound			South	N ST abound			Rollin
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hou
4:00 PM	0	0	0	23	0	0	0	0	0	0	0	0	0	0	21	0	44	64
4:05 PM	0	0	0	28	0	0	0	0	0	0	0	0	0	0	40	0	68	64
4:10 PM	0	0	0	23	0	0	0	0	0	0	0	0	0	0	19	0	42	63
4:15 PM	0	0	0	34	0	0	0	0	0	0	0	0	0	0	15	0	49	6
4:20 PM	0	0	0	34	0	0	0	0	0	0	0	0	0	0	13	0	47	6
4:25 PM	0	0	0	30	0	0	0	0	0	0	0	0	0	0	30	0	60	6
4:30 PM	0	0	0	26	0	0	0	0	0	0	0	0	0	0	33	0	59	6
4:35 PM	0	0	0	35	0	0	0	0	0	0	0	0	0	0	25	0	60	6
4:40 PM	0	0	0	23	0	0	0	0	0	0	0	0	0	0	26	0	49	6
4:45 PM	0	0	0	33	0	0	0	0	0	0	0	0	0	0	19	0	52	6
4:50 PM	0	0	0	26	0	0	0	0	0	0	0	0	0	0	36	0	62	6
4:55 PM	0	0	0	31	0	0	0	0	0	0	0	0	0	0	23	0	54	6
5:00 PM	0	0	0	25	0	0	0	0	0	0	0	0	0	0	22	0	47	6
5:05 PM	0	0	0	29	0	0	0	0	0	0	0	0	0	0	28	0	57	
5:10 PM	0	0	0	37	0	0	0	0	0	0	0	0	0	0	23	0	60	
5:15 PM	0	0	0	37	0	0	0	0	0	0	0	0	0	0	20	0	57	
5:20 PM	0	0	0	29	0	0	0	0	0	0	0	0	0	0	30	0	59	
5:25 PM	0	0	0	29	0	0	0	0	0	0	0	0	0	0	17	0	46	
5:30 PM	0	0	0	24	0	0	0	0	0	0	0	0	0	0	25	0	49	
5:35 PM	0	0	0	27	0	0	0	0	0	0	0	0	0	0	11	0	38	
5:40 PM	0	0	0	22	0	0	0	0	0	0	0	0	0	0	21	0	43	
5:45 PM	0	0	0	33	0	0	0	0	0	0	0	0	0	0	25	0	58	
5:50 PM	0	0	0	25	0	0	0	0	0	0	0	0	0	0	30	0	55	
5:55 PM	0	0	0	24	0	0	0	0	0	0	0	0	0	0	21	0	45	
Count Total	0	0	0	687	0	0	0	0	0	0	0	0	0	0	573	0	1,260	
Peak Hour	0	0	0	361	0	0	0	0	0	0	0	0	0	0	315	0	676	

Interval		Hea	avy Vehicle	es		Interval		Bicycle	es on Road	dway		Interval	Ped	destrians/E	Bicycles on	Crosswa	lk
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total
4:00 PM	1	0	0	2	3	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	1	0	0	0	1	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	1	0	0	0	1	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	1	0	0	1	2	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	1	0	0	0	1	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	1	0	0	1	2	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	1	0	0	0	1	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	1	1	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	1	0	0	0	1	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	1	1	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	1	0	0	0	1	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	1	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	1	1	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	1	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	9	0	0	9	18	Count Total	0	0	0	0	0	Count Total	0	0	0	0	0
Peak Hour	5	0	0	4	9	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0



Location: 5 MAIN ST & 29TH ST PM

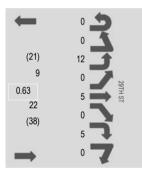
Date: Wednesday, November 16, 2022

Peak Hour: 04:00 PM - 05:00 PM

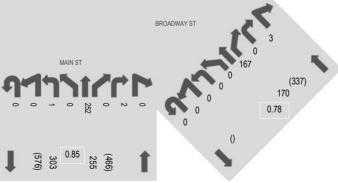
Peak 15-Minutes: 04:05 PM - 04:20 PM

Peak Hour - Motorized Vehicles



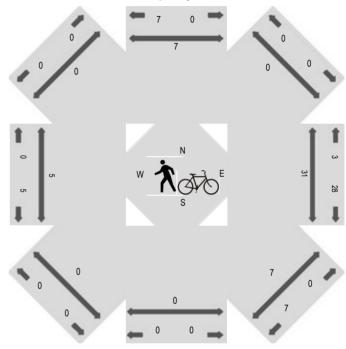




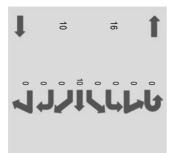


Note: Total study counts contained in parentheses.

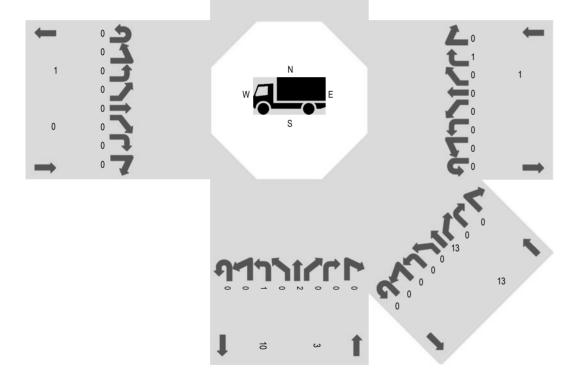
Peak Hour - Pedestrians/Bicycles on Crosswalk



Peak Hour - Heavy Vehicles



	HV%	PHF
WB	2.1%	0.38
NWB	7.6%	0.78
NB	1.2%	0.85
NEB	0.0%	0.00
EB	0.0%	0.63
SEB	0.0%	0.00
SB	3.3%	0.80
SWB	0.0%	0.00
All	3.4%	0.84



Interval				West	bound							١	Vorthwe	stbound							North	oound							Northea	stbound			
Start Time	U	HL	L	BL	Τ	BF	3	R	HR	U	HL	L	BL	Т	BR	R	HR	U	HL	L	BL	Т	BR	R	HR	U	HL	L	BL	Т	BR	R	HR
4:00 PM	0	0	1	0		0	0	4	0	0	0	0	0	0	18	0	1	0	0	0	0	16	0	1	0								
4:05 PM	0	0	1	0		0	0	3	0	0	0	0	0	0	17	0	0	0	0	0	0	23	0	1	0								
4:10 PM	0	0	3	0		1	0	17	0	0	0	0	0	0	14	0	0	0	0	0	0	25	0	0	0								
4:15 PM	0	0	1	0		1	0	5	0	0	0	0	0	0	12	0	0	0	0	0	0	18	0	0	0								
4:20 PM	0	0	0	0		1	0	1	0	0	0	0	0	0	19	0	0	0	0	0	0	18	0	0	0								
4:25 PM	0	0	1	0		0	0	1	0	0	0	0	0	0	12	0	0	0	0	1	0	18	0	0	0								
4:30 PM	0	0	0	0		1	0	0	0	0	0	0	0	0	14	0	1	0	0	0	0	20	0	0	0								
4:35 PM	0	0	0	0		0	0	1	0	0	0	0	0	0	10	0	0	0	0	0	0	33	0	0	0								
4:40 PM	0	0	1	0		0	0	0	0	0	0	0	0	0	10	0	1	0	0	0	0	26	0	0	0								
4:45 PM	0	0	1	0		0	0	2	0	0	0	0	0	0	17	0	0	0	0	0	0	18	0	0	0								
4:50 PM	0	0	0	0		0	0	1	0	0	0	0	0	0	7	0	0	0	0	0	0	16	0	0	0								
4:55 PM	0	0	0	0		0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	21	0	0	0								
5:00 PM	0	0	0	0		1	0	1	0	0	0	0	0	0	10	0	2	0	0	0	0	16	0	0	0								
5:05 PM	0	0	0	0		2	0	0	0	0	0	0	0	0	15	0	1	0	0	0	0	21	0	0	0								
5:10 PM	0	0	2	0		0	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	33	0	0	0								
5:15 PM	0	0	0	0		0	0	0	0	0	0	0	0	0	18	0	1	0	0	0	0	22	0	0	0								
5:20 PM	0	0	0	0		0	0	1	0	0	0	0	0	0	18	0	0	0	0	0	0	24	0	0	0								
5:25 PM	0	0	1	0		0	0	0	0	0	0	0	0	0	10	0	1	0	0	0	0	19	0	0	0								
5:30 PM	0	0	0	0		1	0	2	0	0	0	0	0	0	14	0	2	0	0	0	0	15	0	0	0								
5:35 PM	0	0	1	0		0	0	1	0	0	0	0	0	0	7	0	1	0	0	0	0	9	0	0	0								
5:40 PM	0	0	0	0		0	0	0	0	0	0	0	0	0	5	0	0	0	0	2	0	11	0	0	0								
5:45 PM	0	0	0	0		0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	6	0	1	0								
5:50 PM	0	0	0	0		0	0	1	0	0	0	0	0	0	13	0	0	0	0	0	0	11	0	0	0								
5:55 PM	0	0	1	0		1	0	1	0	0	0	0	0	0	14	0	1	0	0	0	0	21	0	0	0								
Count Total	0	0	14	. ()	9	0	42	0	0	0	0	0	0	325	0	12	0	0	3	0	460	0	3	0								
Peak Hour	0	0	9	0		4	0	35	0	0	0	0	0	0	167	0	3	0	0	1	0	252	0	2	0								

Traffic Counts - Motorized Vehicles (continued)

Interval					Southeastbound				Southbound						Southwestbound						Rolling																
Start Time	U	HL	L	BL	T	-	BR	R	HR	U	J HL	L	BL	Τ	BR	R	HR	U	HL	l	L	BL	Τ	BR	R	HF	7	U	HL	L	BL	Т	BR	R	HR	Total	Hour
4:00 PM	0	0	0	()	2	0	0	0									0	0)	2	0	20	0	C)	0									65	801
4:05 PM	0	0	0	()	0	0	0	0									0	0)	2	0	29	0	1		0									77	791
4:10 PM	0	0	0	()	0	0	0	0									0	0)	3	0	30	0	1		0									94	782
4:15 PM	0	0	0	()	0	0	1	0									0	0)	1	0	29	0	C)	0									68	774
4:20 PM	0	0	5	()	0	0	1	0									0	0)	0	0	21	0	1		0									67	768
4:25 PM	0	0	0	(0	1	0	1	0									0	0)	1	0	27	0	C)	0									63	766
4:30 PM	0	0	2	(0	0	0	0	0									0	0)	0	0	24	0	C)	0									62	759
4:35 PM	0	0	0	(0	0	0	0	0									0	0)	0	0	31	0	C)	0									75	759
4:40 PM	0	0	1	(0	0	0	1	0									0	0)	2	0	28	0	1		0									71	723
4:45 PM	0	0	2	(0	2	0	0	0									0	0)	0	0	13	0	C)	0									55	689
4:50 PM	0	0	2	(0	0	0	0	0									0	0)	1	0	19	0	C)	0									46	679
4:55 PM	0	0	0	(0	0	0	1	0									0	0)	1	0	18	0	C)	0									58	679
5:00 PM	0	0	0	()	0	0	1	0									0	0)	0	0	24	0	C)	0									55	682
5:05 PM	0	0	1	(0	0	0	1	0									0	0)	0	0	27	0	C)	0									68	
5:10 PM	0	0	1	(0	0	0	0	0									0	0)	0	0	28	0	C)	0									86	
5:15 PM	0	0	0	(0	0	0	2	0									0	0)	0	0	18	0	1		0									62	
5:20 PM	0	0	0	(0	0	0	0	0									0	0)	1	0	21	0	C)	0									65	
5:25 PM	0	0	0	(0	2	0	0	0									0	0)	1	0	22	0	C)	0									56	
5:30 PM	0	0	3	(0	1	0	0	0									0	0)	1	0	23	0	C)	0									62	
5:35 PM	0	0	1	(0	0	0	0	0									0	0)	0	0	17	0	2	2	0									39	
5:40 PM	0	0	0	(0	0	0	0	0									0	0)	0	0	19	0	C)	0									37	
5:45 PM	0	0	0	(0	0	0	0	0									0	0)	1	0	24	0	1		0									45	
5:50 PM	0	0	0	(0	1	0	1	0									0	0)	0	0	18	0	1		0									46	
5:55 PM	0	0	0	(0	0	0	1	0									0	0)	0	0	21	0	C)	0									61	
Count Total	0	0	18		0	9	0	11	0)								0	(0	17	0	551	0		9	0									1,483	
Peak Hour	0	0	12		0	5	0	5	()								0	0)	13	0	289	0	4	ļ	0									801	

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

Interval				Hea	avy Vehic	les				Interval				Bicycle	es on Roa	adway				Interval			Ped	destrians/l	Bicycles or	Crosswa	alk		
Start Time	WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total	Start Time	WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total	Start Time	WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total
4:00 PM	0	1	0	0	0	0	1	0	2	4:00 PM	0	0	0	0	1	0	0	0	1	4:00 PM	0	0	0	0	1	0	0	0	1
4:05 PM	0	1	0	0	0	0	2	0	3	4:05 PM	0	0	0	0	0	0	0	0	0	4:05 PM	5	0	0	0	0	0	0	0	5
4:10 PM	1	3	0	0	0	0	0	0	4	4:10 PM	0	0	0	0	0	0	0	0	0	4:10 PM	8	2	0	0	0	0	2	0	12
4:15 PM	0	2	1	0	0	0	0	0	3	4:15 PM	0	0	0	0	0	0	0	0	0	4:15 PM	9	5	0	0	2	0	4	0	20
4:20 PM	0	2	1	0	0	0	1	0	4	4:20 PM	0	0	0	0	0	0	0	0	0	4:20 PM	2	0	0	0	1	0	0	0	3
4:25 PM	0	0	1	0	0	0	1	0	2	4:25 PM	0	0	0	0	0	0	0	0	0	4:25 PM	1	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	0	0	0	0	1	4:30 PM	0	0	0	0	0	0	0	0	0	4:30 PM	0	0	0	0	1	0	0	0	1
4:35 PM	0	0	0	0	0	0	2	0	2	4:35 PM	0	0	0	0	0	0	0	0	0	4:35 PM	0	0	0	0	0	0	0	0	0
4:40 PM	0	0	0	0	0	0	1	0	1	4:40 PM	0	0	0	0	1	0	0	0	1	4:40 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	4:45 PM	0	0	0	0	0	0	0	0	0	4:45 PM	3	0	0	0	0	0	1	0	4
4:50 PM	0	1	0	0	0	0	1	0	2	4:50 PM	0	0	0	0	0	0	0	0	0	4:50 PM	0	0	0	0	0	0	0	0	0
4:55 PM	0	2	0	0	0	0	1	0	3	4:55 PM	0	0	0	0	0	0	1	0	1	4:55 PM	3	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	1	0	1	5:00 PM	0	0	0	0	0	0	0	0	0	5:00 PM	2	0	0	0	1	0	1	0	4
5:05 PM	0	1	0	0	0	0	1	0	2	5:05 PM	0	0	1	0	0	0	0	0	1	5:05 PM	0	0	0	0	0	0	0	0	0
5:10 PM	0	1	0	0	0	0	0	0	1	5:10 PM	0	0	0	0	0	0	0	0	0	5:10 PM	0	0	0	0	1	0	0	0	1
5:15 PM	0	1	0	0	0	0	0	0	1	5:15 PM	0	0	0	0	0	0	0	0	0	5:15 PM	1	0	0	0	0	0	1	0	2
5:20 PM	0	1	1	0	0	0	1	0	3	5:20 PM	0	0	0	0	0	0	0	0	0	5:20 PM	1	0	0	0	0	0	0	0	1
5:25 PM	0	0	0	0	0	0	0	0	0	5:25 PM	0	0	0	0	0	0	0	0	0	5:25 PM	0	0	1	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	5:30 PM	0	0	0	0	0	0	0	0	0	5:30 PM	0	0	0	0	0	0	0	0	0
5:35 PM	0	0	0	0	0	0	0	0	0	5:35 PM	0	0	0	0	0	0	0	0	0	5:35 PM	3	0	0	0	0	0	2	0	5
5:40 PM	0	1	0	0	0	0	2	0	3	5:40 PM	0	0	0	0	0	0	0	0	0	5:40 PM	1	1	0	0	2	0	0	0	4
5:45 PM	0	0	0	0	0	0	1	0	1	5:45 PM	0	0	0	0	0	0	1	0	1	5:45 PM	0	0	0	0	0	0	2	0	2
5:50 PM	0	1	0	0	0	0	1	0	2	5:50 PM	0	0	0	0	0	0	0	0	0	5:50 PM	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	5:55 PM	0	0	0	0	0	0	0	0	0	5:55 PM	0	0	0	0	0	0	0	0	0
Count Total	1	19	4	0	0	0	17	0	41	Count Total	0	0	1	0	2	0	2	0	5	Count Total	39	8	1	0	9	0	13	0	70
Peak Hour	1	13	3	0	0	0	10	0	27	Peak Hour	2	0	0	0	0	0	1	0	3	Peak Hour	31	7	0	0	5	0	7	0	50

2	VISSIM	MODEL	GFH	STATISTIC
4.	ATOOTIL	POPLE	GLII	DIVITAIL

			VISSIM	
Intersection Name	Movement	Input Volume	Output Volume	GEH
Main St & NE Hazel Dell Ave	SBT	1026.95	1021	0.186066275
Main St & NE Hazel Dell Ave	SBR	17.9967	19	0.23326231
Main St & NE Hazel Dell Ave	SBL	110.996	107	0.382739506
Main St & NE Hazel Dell Ave	NBL	66.9765	71	0.484415926
Main St & NE Hazel Dell Ave	NBR	356.94	348	0.476187281
Main St & NE Hazel Dell Ave	EBR	135.993	139	0.256454205
Main St & NE Hazel Dell Ave	EBT	22.9985	24	0.20660281
Main St & NE Hazel Dell Ave	Total	1738.85	1729	0.236657085
Main St & NE 45th St	SBT	979.947	976	0.126213939
Main St & NE 45th St	SBR	183	186	0.220872957
Main St & NE 45th St	EBR	52.0086	53	0.136825588
Main St & NE 45th St	EBL	168.013	162	0.46808507
Main St & NE 45th St	NBL	20.9611	19	0.438738495
Main St & NE 45th St	NBT	255.904	258	0.130773852
Main St & NE 45th St	Total	1659.83	1654	0.143301428
Main St & E 40th St	EBT	3.23622	4	0.401540905
Main St & E 40th St	EBL	8.05467	9	0.323726105
Main St & E 40th St	EBR	8.05127	8	0.0180963
Main St & E 40th St	WBT	2.23622	2	0.162306256
Main St & E 40th St	WBR	27.0369	25	0.399331141
Main St & E 40th St	NBL	5.0823	6	0.389851139
Main St & E 40th St	WBL	9.02288	12	0.918260403
Main St & E 40th St	SBL	127.992	123	0.445595474
Main St & E 40th St	NBR	13.4684	13	0.128758074
Main St & E 40th St	NBT	241.773	245	0.206829127
Main St & E 40th St	SBR	0	0	0
Main St & E 40th St	SBT	903.964	908	0.134094537
Main St & E 40th St	Total	1349.92	1355	0.138195256
Main St & E 39th St	NBT	145.126	150	0.401272474
Main St & E 39th St	NBR	36.9433	40	0.492813125
Main St & E 39th St	EBT	367.983	369	0.052982498
Main St & E 39th St	EBR	21.9638	21	0.207938536
Main St & E 39th St	WBR	37.0966	39	0.308574073
Main St & E 39th St	WBT	343.984	336	0.43299694
Main St & E 39th St	NBL	22.4983	22	0.105639088
Main St & E 39th St	WBL	104.027	105	0.095218473
Main St & E 39th St	EBL	78.1019	75	0.354525414
Main St & E 39th St	SBL	199.993	196	0.283775419
Main St & E 39th St	SBR	122.993	120	0.271516442
Main St & E 39th St	SBT	598.052	612	0.567049748

Main St & E 39th St	Total	2078.76	2086	0.158639255
Main St & E 37th St / Safeway				
Drwy	NBT	185.337	193	0.557150649
Main St & E 37th St / Safeway	NDD	C 000FF	0	0.265606267
Drwy Main St & E 37th St / Safeway	NBR	6.99855	8	0.365696267
Drwy	NBL	3.12646	3	0.072254246
Main St & E 37th St / Safeway		3112313		01072231210
Drwy	EBL	2.25994	3	0.456343808
Main St & E 37th St / Safeway				
Drwy	EBT	3.10795	3	0.061772885
Main St & E 37th St / Safeway	EBR	3.06556	3	0.037644828
Drwy Main St & E 37th St / Safeway	EDR	3.00330	3	0.037044626
Drwy	WBR	16.9701	17	0.007244325
Main St & E 37th St / Safeway				
Drwy	WBT	3.10795	4	0.47318501
Main St & E 37th St / Safeway				
Drwy	WBL	14.9313	13	0.516796282
Main St & E 37th St / Safeway	SBL	8.38516	7	0.499417012
Drwy Main St & E 37th St / Safeway	SDL	0.30310	/	0.499417012
Drwy	SBR	9.04049	9	0.013479849
Main St & E 37th St / Safeway				
Drwy	SBT	706.617	723	0.612778862
Main St & E 37th St / Safeway		060.047	007	0 770040005
Drwy	Total	962.947	987	0.770312235
Main St & E 33rd St	NBT	128.685	139	0.891575962
Main St & E 33rd St	NBR	15.4286	17	0.390241962
Main St & E 33rd St	EBT	32.9981	34	0.173097273
Main St & E 33rd St	EBR	8.87963	9	0.040256824
Main St & E 33rd St	WBR	33.9056	34	0.016206898
Main St & E 33rd St	WBT	54.9975	55	0.000343441
Main St & E 33rd St	NBL	17.4283	17	0.10322841
Main St & E 33rd St	WBL	22.9691	25	0.414682971
Main St & E 33rd St	EBL	32.8712	32	0.152962026
Main St & E 33rd St	SBL	59.9622	61	0.133443659
Main St & E 33rd St	SBR	45.323	42	0.502892304
Main St & E 33rd St	SBT	619.328	639	0.784251762
Main St & E 33rd St	Total	1072.78	1103	0.916317144
Main St / Broadway St & 29th St	NBT	64.4445	67	0.315225161
Main St / Broadway St & 29th St	SBT	606.041	621	0.603919301
Main St / Broadway St & 29th St	SBR	23.025	24	0.201075965
Main St / Broadway St & 29th St	EBL	3.11211	3	0.06412924
Main St / Broadway St & 29th St	EBR	1.34906	1	0.322083167
Main St / Broadway St & 29th St	EBT	3.10795	3	0.061772885
•				
Main St / Broadway St & 29th St	WBR	8.97743	8	0.33547683

Main St / Broadway St & 29th St	WBL	0	0	
Main St / Broadway St & 29th St	WBT	4.10795	3	0.587710839
Main St / Broadway St & 29th St	NBL	0	0	
Main St / Broadway St & 29th St	SBL	22.111	26	0.792930999
Main St / Broadway St & 29th St	NWT	85	94	0.951329561
Main St / Broadway St & 29th St	NWR	2	4	1.154700538
Main St / Broadway St & 29th St	Total	823.276	855	1.095135301
Main St & 28th St	NBT	66.0066	67	0.121818456
Main St & 28th St	NBR	3.31774	3	0.178774682
Main St & 28th St	SBT	590.19	608	0.727619088
Main St & 28th St	SBR	17.1999	16	0.29450046
Main St & 28th St	NBL	0	0	
Main St & 28th St	EBL	0	0	
Main St & 28th St	EBR	1.31493	1	0.292723459
Main St & 28th St	EBT	0	0	0
Main St & 28th St	Total	678.03	695	0.647689289
Broadway St & E 28th St	WBR	5.05401	4	0.495379557
Broadway St & E 28th St	WBL	17.21	18	0.188290072
Broadway St & E 28th St	NBR	5.47112	6	0.220836101
Broadway St & E 28th St	NBT	82.1961	94	1.257601754
Broadway St & E 28th St	SBL	3	3	0
Broadway St & E 28th St	SBT	0	0	0
Broadway St & E 28th St	Total	112.931	126	1.195680645
Main St & 27th St	NBT	65.0185	66	0.121267471
Main St & 27th St	NBR	0.01775	2	1.973510401
Main St & 27th St	SBT	423.891	427	0.150722727
Main St & 27th St	SBR	9.28715	9	0.094960896
Main St & 27th St	EBL	4.30583	4	0.1500719
Main St & 27th St	EBR	2.97908	3	0.01209812
Main St & 27th St	EBT	0.12465	0	0.499297507
Main St & 27th St	WBR	0	0	
Main St & 27th St	WBL	0	0	
Main St & 27th St	WBT	1.40957	1	0.373137168
Main St & 27th St	NBL	6.67468	7	0.124412631
Main St & 27th St	SBL	158.327	173	1.1399917
Main St & 27th St	Total	672.035	692	0.764471849
Broadway St & E 27th St	EBT	10.9108	11	0.026959189
Broadway St & E 27th St	EBL	5.41653	8	0.99746692
Broadway St & E 27th St	EBR	142.142	156	1.135002011
Broadway St & E 27th St	WBT	1.39857	1	0.363949735
Broadway St & E 27th St	WBR	4.93331	5	0.029925075
Broadway St & E 27th St	WBL	13.4017	14	0.16163675
Broadway St & E 27th St	NBR	0	0	



Broadway St & E 27th St	NBL	0	0	
Broadway St & E 27th St	NBT	77.3174	88	1.1749904
Broadway St & E 27th St	SBL	0	0	
Broadway St & E 27th St	SBR	0.011	0	0.148303742
Broadway St & E 27th St	SBT	17.199	18	0.190940828
Broadway St & E 27th St	Total	272.73	301	1.669091448
Main St & Fourth Plain Blvd	NBT	43.5218	45	0.222194724
Main St & Fourth Plain Blvd	WBR	6.674	7	0.124677721
Main St & Fourth Plain Blvd	WBT	336.5	338	0.081702702
Main St & Fourth Plain Blvd	SBR	61.1148	61	0.014685839
Main St & Fourth Plain Blvd	SBT	308.736	311	0.128613262
Main St & Fourth Plain Blvd	EBR	37.998	37	0.162981541
Main St & Fourth Plain Blvd	EBT	287.368	290	0.154930305
Main St & Fourth Plain Blvd	WBL	52.6225	52	0.086066227
Main St & Fourth Plain Blvd	NBL	12.9985	13	0.000422139
Main St & Fourth Plain Blvd	NBR	9.2908	7	0.802659116
Main St & Fourth Plain Blvd	EBL	21.5152	24	0.520877251
Main St & Fourth Plain Blvd	SBL	57.0195	58	0.129298979
Main St & Fourth Plain Blvd	Total	1235.36	1242	0.188716095
Broadway St & E Fourth Plain Blvd	WBT	389.044	392	0.14959903
Broadway St & E Fourth Plain Blvd	WBR	38.654	39	0.055525705
Broadway St & E Fourth Plain Blvd	EBT	321.595	322	0.022571793
Broadway St & E Fourth Plain Blvd	EBL	0	0	
Broadway St & E Fourth Plain Blvd	EBR	32.0828	32	0.014626768
Broadway St & E Fourth Plain Blvd	NBL	6.75239	5	0.722906248
Broadway St & E Fourth Plain Blvd	NBR	18.9985	16	0.71678755
Broadway St & E Fourth Plain Blvd	NBT	38.6634	48	1.418366092
Broadway St & E Fourth Plain Blvd	SBR	0	0	
Broadway St & E Fourth Plain Blvd	SBL	30.597	32	0.250773243
Broadway St & E Fourth Plain Blvd	SBT	142.146	150	0.649851049
Broadway St & E Fourth Plain Blvd	WBL	66.9969	70	0.362846542
Broadway St & E Fourth Plain Blvd	Total	1085.53	1113	0.828539531

			VISSIM	
		Input	Output	
Intersection Name	Movement		Volume	GEH
Main St & NE Hazel Dell Ave	SBT	557.706	566	0.349887561
Main St & NE Hazel Dell Ave	SBR	34.0278	33	0.177542021
Main St & NE Hazel Dell Ave	SBL	91.9971	98	0.61589258
Main St & NE Hazel Dell Ave	NBL	190.111	205	1.059285947
Main St & NE Hazel Dell Ave	NBT	0	4	2.828427125
Main St & NE Hazel Dell Ave	EBR	139.859	140	0.011889997
Main St & NE Hazel Dell Ave	EBT	21.9779	22	0.004717399
Main St & NE Hazel Dell Ave	NBR	637.224	649	0.464354437
Main St & NE Hazel Dell Ave	Total	1672.9	1717	1.071077413
Main St & NE 45th St	SBT	528.496	536	0.325245587
Main St & NE 45th St	SBR	169.069	169	0.005337298
Main St & NE 45th St	EBR	51.3973	53	0.221825607
Main St & NE 45th St	EBL	152.668	154	0.107541439
Main St & NE 45th St	NBL	55.1554	55	0.020944463
Main St & NE 45th St	NBT	674.667	702	1.041806151
Main St & NE 45th St	Total	1631.45	1669	0.924255494
Main St & E 40th St	EBT	3.60759	3	0.334274084
Main St & E 40th St	EBL	26.2108	30	0.714747107
Main St & E 40th St	EBR	19.9807	19	0.22214717
Main St & E 40th St	WBT	2.60759	2	0.400301637
Main St & E 40th St	WBR	59.8345	58	0.239005166
Main St & E 40th St	NBL	0	0	
Main St & E 40th St	WBL	10.2163	12	0.535195674
Main St & E 40th St	SBL	37.2192	34	0.53946969
Main St & E 40th St	NBR	18.2845	20	0.392094137
Main St & E 40th St	NBT	643.777	668	0.945823771
Main St & E 40th St	SBR	0	0	
Main St & E 40th St	SBT	542.675	554	0.483650864
Main St & E 40th St	Total	1364.41	1399	0.930477369
Main St & E 39th St	NBT	448.677	469	0.948754647
Main St & E 39th St	NBR	95.6948	96	0.031169327
Main St & E 39th St	EBT	403.848	408	0.206090984
Main St & E 39th St	EBR	31.9784	32	0.003813186
Main St & E 39th St	WBR	82.1807	87	0.523989784
Main St & E 39th St	WBT	339.872	341	0.061127718
Main St & E 39th St	NBL	82.8027	85	0.239888186
Main St & E 39th St	WBL	40.2815	41	0.112710436
Main St & E 39th St	EBL	131.204	133	0.156281452



Main Ct 9, E 20th Ct	CDI	120 204	120	0.022670905
Main St & E 39th St	SBL	138.384	138	0.032670805
Main St & E 39th St	SBR	147.385	150	0.214455491
Main St & E 39th St	SBT	287.103	297	0.579155138
Main St & E 39th St	Total	2229.41	2277	1.002560332
Main St & E 37th St / Safeway	NET	570.046	F0F	0.040605050
Drwy	NBT	572.946	595	0.912635853
Main St & E 37th St / Safeway Drwy	NBR	49.0921	47	0.301816743
Main St & E 37th St / Safeway	INDK	49.0921	47	0.301610743
Drwy	NBL	14.9862	17	0.503551112
Main St & E 37th St / Safeway				0.00000
Drwy	EBL	13.1907	14	0.219487874
Main St & E 37th St / Safeway				
Drwy	EBT	10.0615	11	0.289217451
Main St & E 37th St / Safeway			_	
Drwy	EBR	4.94753	5	0.023528001
Main St & E 37th St / Safeway	WBR	41 0202	40	0 162110607
Drwy Main St & E 37th St / Safeway	WDK	41.0383	40	0.163119697
Drwy	WBT	8.15959	8	0.056143578
Main St & E 37th St / Safeway	VVB1	0.13333		0.030113370
Drwy	WBL	19.9361	20	0.0143055
Main St & E 37th St / Safeway				
Drwy	SBL	25.2538	24	0.252661729
Main St & E 37th St / Safeway				
Drwy	SBR	11.2358	11	0.070724962
Main St & E 37th St / Safeway	CDT	222.072	222	0 550227570
Drwy Main St & E 37th St / Safeway	SBT	322.873	333	0.559237578
Drwy	Total	1093.72	1126	0.968943644
Main St & E 33rd St	NBT	461.47	481	0.899648937
	NBR	44.8766		0.436452045
Main St & E 33rd St			42	
Main St & E 33rd St	EBT	83.9688	88	0.434736434
Main St & E 33rd St	EBR	19.1104	18	0.257778236
Main St & E 33rd St	WBR	94.7898	94	0.081295388
Main St & E 33rd St	WBT	58.9775	57	0.259689646
Main St & E 33rd St	NBL	22.9047	23	0.01988807
Main St & E 33rd St	WBL	39.4599	43	0.551334305
Main St & E 33rd St	EBL	80.7636	83	0.247142249
Main St & E 33rd St	SBL	44.1382	51	0.994888643
Main St & E 33rd St	SBR	52.1373	47	0.729679048
Main St & E 33rd St	SBT	251.481	262	0.656498801
Main St & E 33rd St	Total	1254.08	1289	0.979336885
Main St / Broadway St & 29th St	NBT	287.371	287	0.021870773
Main St / Broadway St & 29th St	SBT	291.825	304	0.705358149
Main St / Broadway St & 29th St	SBR	5.20341	6	0.336569481
Main St / Broadway St & 29th St	EBL	12.3891	13	0.171471113

Main Ct / Durandours Ct 0, 20th Ct	EDD	F 70F02		0.004033766
Main St / Broadway St & 29th St	EBR	5.79592	6	0.084033766
Main St / Broadway St & 29th St	EBT	5.48934	7	0.604520974
Main St / Broadway St & 29th St	WBR	40.1356	44	0.595801586
Main St / Broadway St & 29th St	WBL	9.30401	11	0.532289512
Main St / Broadway St & 29th St	WBT	5.678	6	0.133254279
Main St / Broadway St & 29th St	NBL	1.14752	1	0.142365849
Main St / Broadway St & 29th St	SBL	13.0223	15	0.52836133
Main St / Broadway St & 29th St	NBT	189	198	0.646996639
Main St / Broadway St & 29th St	NBR	4	7	1.279204298
Main St / Broadway St & 29th St	Total	870.361	905	1.162610209
Main St & 28th St	NBT	288.545	286	0.150164752
Main St & 28th St	NBU	0	0	
Main St & 28th St	SBT	303.256	318	0.836583335
Main St & 28th St	SBR	3.66982	3	0.366786188
Main St & 28th St	NBL	0	0	
Main St & 28th St	EBL	3.31292	3	0.176131582
Main St & 28th St	EBR	3.43226	5	0.763516196
Main St & 28th St	EBT	2.28121	2	0.192204031
Main St & 28th St	Total	604.497	616	0.465652574
Broadway St & E 28th St	WBR	6.16313	7	0.326205896
Broadway St & E 28th St	WBL	3.85536	4	0.072982774
Broadway St & E 28th St	NBR	6.11237	1	2.711005024
Broadway St & E 28th St	NBT	187.134	198	0.783023573
Broadway St & E 28th St	SBL	0	0	
Broadway St & E 28th St	SBT	0	2	2
Broadway St & E 28th St	Total	205.546	211	0.377906795
Main St & 27th St	NBT	280.256	277	0.195056867
Main St & 27th St	NBR	1.70432	6	2.188668673
Main St & 27th St	SBT	268.409	282	0.819244903
Main St & 27th St	SBR	5.96482	4	0.880243526
Main St & 27th St	EBL	7.44122	8	0.201100645
Main St & 27th St	EBR	4.8665	7	0.875883008
Main St & 27th St	EBT	2.32005	2	0.217762561
Main St & 27th St	WBR	0.84802	1	0.158106993
Main St & 27th St	WBL	0	0	
Main St & 27th St	WBT	4.40946	4	0.199681234
Main St & 27th St	NBL	14.2144	15	0.205545997
Main St & 27th St	SBL	32.3137	37	0.796049099
Main St & 27th St	Total	622.748	642	0.765589934
Broadway St & E 27th St	EBT	10.45	13	0.744705349
Broadway St & E 27th St	EBL	4.08228	4	0.040930056
Broadway St & E 27th St	EBR	21.8057	28	1.241265204
Broadway St & E 27th St	WBT	3.71057	4	0.147408641



Broadway St & E 27th St	WBR	10.841	11	0.048119043
Broadway St & E 27th St	WBL	11.1955	13	0.518809988
Broadway St & E 27th St	NBR	3.09273	3	0.053130987
Broadway St & E 27th St	NBL	0.84802	1	0.158106993
Broadway St & E 27th St	NBT	178.323	185	0.495377722
Broadway St & E 27th St	SBL	0	0	
Broadway St & E 27th St	SBR	0.69889	0	1.182277463
Broadway St & E 27th St	SBT	5.43768	5	0.191589049
Broadway St & E 27th St	Total	250.486	268	1.087783248
Main St & Fourth Plain Blvd	NBT	207.1	210	0.200814957
Main St & Fourth Plain Blvd	WBR	14.1843	15	0.213532144
Main St & Fourth Plain Blvd	WBT	436.24	440	0.17964922
Main St & Fourth Plain Blvd	SBR	52.3882	59	0.885960933
Main St & Fourth Plain Blvd	SBT	163.868	174	0.779558947
Main St & Fourth Plain Blvd	EBR	38.9838	40	0.161712209
Main St & Fourth Plain Blvd	EBT	464.801	467	0.101862
Main St & Fourth Plain Blvd	WBL	92.7758	91	0.185252223
Main St & Fourth Plain Blvd	NBL	38.9838	42	0.47400407
Main St & Fourth Plain Blvd	NBR	73.1801	71	0.256761354
Main St & Fourth Plain Blvd	EBL	74.8904	74	0.103192198
Main St & Fourth Plain Blvd	SBL	57.0199	57	0.002633073
Main St & Fourth Plain Blvd	Total	1714.41	1739	0.591647727
Broadway St & E Fourth Plain Blvd	WBT	524.583	528	0.14892776
Broadway St & E Fourth Plain Blvd	WBR	51.3845	53	0.223614881
Broadway St & E Fourth Plain Blvd	EBT	572.742	580	0.302308958
Broadway St & E Fourth Plain Blvd	EBL	0	0	
Broadway St & E Fourth Plain Blvd	EBR	22.259	20	0.491446347
Broadway St & E Fourth Plain Blvd	NBL	18.6164	17	0.383029073
Broadway St & E Fourth Plain Blvd	NBR	78.9733	79	0.003007052
Broadway St & E Fourth Plain Blvd	NBT	130.879	138	0.614115301
Broadway St & E Fourth Plain Blvd	SBR	0	0	
Broadway St & E Fourth Plain Blvd	SBL	14.3988	16	0.410698027
Broadway St & E Fourth Plain Blvd	SBT	24.0401	25	0.193855288
Broadway St & E Fourth Plain Blvd	WBL	114.961	118	0.281623913
Broadway St & E Fourth Plain Blvd	Total	1552.84	1578	0.635965844

3. VISSIM MODEL DELAY

Study Inter	section No.	2	3	4	5	6	7
Approach	Movement	Main St & NE Hazel Dell Ave	Main St & NE 45th St	Main St & E 40th St	Main St & E 39th St	Main St & E 37th St / Safeway Drwy	Main St & E 33rd St
	Left	18	56	4	38	2	25
	Through	-	5	6	23	0	12
NB	Right	0	-	4	12	4	6
	U-Turn	-	-	-	-	-	-
	Total	3	9	6	23	1	13
	Left	16	-	14	36	1	28
	Through	8	6	3	20	1	12
SB	Right	6	5	-	16	2	10
	U-Turn	-	-	-	-	-	-
	Total	9	6	5	23	1	13
	Left	-	68	26	36	10	27
	Through	29	-	23	25	10	17
EB	Right	9	8	8	21	6	6
	U-Turn	-	-	-	-	-	-
	Total	12	53	18	27	9	20
	Left	-	-	22	38	10	28
	Through	-	-	18	25	12	17
WB	Right	-	-	5	18	10	6
	U-Turn	-	-	-	-	-	-
	Total	-	-	11	27	10	16
	Total	8	13	5	25	1	14

Study Inters	Study Intersection No.		9	10	11	12	13	14
Approach	Movement	Main St / Broadway St & 29th St	Main St & 28th St	Main St & 27th St	Main St & Fourth Plain Blvd	Broadway St & E 28th St	Broadway St & E 27th St	Broadway St & E Fourth Plain Blvd
	Left	_	_	_	2	_	54	20
	Through	0	0	4	0	1	32	48
NB	Right	-	1	5	1		7	19
	U-Turn	_			-	_	-	-
	Total	0	0	4	0	1	34	39
	Left	3	-	0	2		53	25
	Through	4	2	_	7	2	35	42
SB	Right	4	2	-	5	_	28	-
	U-Turn	-	-	-	-	-	-	-
	Total	4	2	0	6	2	36	39
	Left	15	-	-	8	10	47	-
	Through	13	-	-	-	10	22	9
EB	Right	9	9	-	11	9	15	9
	U-Turn	-	-	-	-	-	-	-
	Total	13	9	-	9	9	23	9
	Left	-	-	6	-	8	47	10
	Through	13	-	-	8	8	13	11
WB	Right	5	-	4	-	5	11	8
	U-Turn	-	-	-	_	_	-	-
	Total	7	-	5	8	7	18	10
	Total	4	2	4	5	6	26	17

Study Inter	section No.	2	3	4	5	6	7
Approach	Movement	Main St & NE Hazel Dell Ave	Main St & NE 45th St	Main St & E 40th St	Main St & E 39th St	Main St & E 37th St / Safeway Drwy	Main St & E 33rd St
	Left	15	45	-	53	2	38
	Through	19	5	3	31	1	18
NB	Right	0	-	4	28	3	12
	U-Turn	-	-	-	-	-	-
	Total	4	8	3	33	1	18
	Left	20	-	43	49	3	33
	Through	11	6	3	27	1	16
SB	Right	8	5	-	22	1	11
	U-Turn	-	-	-	-	-	-
	Total	12	6	5	31	1	17
	Left	-	38	44	51	10	30
	Through	30	-	33	30	12	16
EB	Right	8	4	8	25	5	8
	U-Turn	-	-	-	-	-	-
	Total	11	29	30	35	10	22
	Left	-	-	51	56	11	31
WB	Through	-	-	50	38	12	20
	Right	-	-	6	30	12	9
	U-Turn	-	-	-	-	_	-
	Total	-	-	15	38	12	17
	Total	8	10	5	34	2	18

Study Inters Approach	Movement	Main St / Broadway St & 29th St	9 Main St & 28th St	Main St & 27th St	Main St & Fourth Plain Blvd	Broadway St & E 28th St	Broadway St & E 27th St	Broadway St & E Fourth Plain Blvd
	Left	2	-	-	1	2	55	41
	Through	1	0	4	0	1	36	53
NB	Right	1	-	4	0	1	12	38
	U-Turn	-	-	-	-	-	-	
	Total	1	0	4	1	1	33	47
	Left	4	-	-	3	-	55	12
	Through	3	1	0	2	0	39	44
SB	Right	3	1	-	2	-	25	
	U-Turn	-	-	-	-	-	-	
	Total	3	1	0	2	0	39	33
	Left	8	7	-	9	7	51	-
	Through	9	12	-	7	8	34	6
EB	Right	7	6	-	6	7	30	6
	U-Turn	-	-	-	-	-	-	-
	Total	8	8	-	8	7	36	6
	Left	9	-	6	-	6	60	19
	Through	11	-	-	7	7	15	15
WB	Right	5	-	5	7	6	10	12
	U-Turn	-	-	-	-	-	-	-
	Total	6	-	5	7	6	22	15
	Total	2	1	4	1	3	32	17

4. VISSIM MODEL QUEUE LE	NGTHS
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		STORAGE	AM F	PEAK	PM PEAK		
INTERSECTION	MOVEMENT	(FT) ^A	Average Queue (ft)	95th-%ile Queue (ft)	Average Queue (ft)	95th-%ile Queue (ft)	
	NBT	640	45	105	85	180	
MAIN ST & NE HAZEL DELL AVE	SBT	1800	120	245	95	170	
	EBT	2840	55	105	50	105	
	NBL	200	25	80	45	105	
	NBT	1100	40	90	75	150	
MAIN ST & 45TH ST	SBT/R	640	140	325	80	165	
	EBL	100	150	400	100	190	
	EBR	240	20	40	20	40	
	NBL	70	0	0	0	0	
	NBT	350	50	105	55	140	
	SBL	80	60	145	35	80	
MAIN ST & E 40TH ST	SBT	1100	85	190	65	125	
31	EBT	160	20	40	30	80	
	WBL	200	15	40	15	40	
	WBT	430	20	40	25	60	
	NBL	70	25	60	100	245	
	NBT/R	460	60	110	175	290	
	SBL	70	125	250	105	185	
MAIN ST & 39TH ST	SBT/R	350	165	285	125	210	
MAIN SI & 39IH SI	EBL	130	55	110	110	195	
	EBT/R	350	195	420	265	480	
	WBL	130	90	290	35	85	
	WBT/R	310	185	380	280	540	
	NBT	1050	5	25	25	85	
MAIN ST & E 37TH	SBT	460	0	10	5	35	
ST / SAFEWAY DRWY	EBL	250	10	20	20	40	
	WBT	180	20	40	25	60	
	NBL	50	15	45	30	105	
	NBT/R	1050	45	85	125	250	
	SBL	70	50	155	40	90	
MAIN CT 0 2222 CT	SBT/R	1050	135	250	80	145	
MAIN ST & 33RD ST	EBL	70	25	60	55	110	
	EBT/R	750	25	60	45	105	
	WBL	70	20	45	30	65	
	WBT/R	590	40	90	60	125	
	NBL	80	0	0	0	0	
	NBT	230	0	0	0	0	

	NBR	240	0	0	0	0
MAIN ST /	SBL	100	0	15	5	15
BROADWAY ST &	SBR	1050	30	175	5	10
29TH ST	EBT	410	10	30	20	45
	WBT	940	15	40	25	60
_	NBT	230	0	0	0	0
MAIN ST & 28TH ST	NBL	60	0	0	0	0
MAIN 31 & 20111 31	SBT	240	35	230	0	0
	EBT	320	0	20	10	25
	NBL	70	0	15	5	20
	NBR	190	0	0	0	0
MAIN ST & 27TH ST	SBL	100	10	60	10	50
MAIN SI & Z/III SI -	SBT	230	100	300	15	120
-	EBT	240	10	25	15	25
	WBT	130	0	20	10	40
	NBL	90	20	60	45	105
	NBT	430	35	80	150	315
	NBR	120	5	40	30	75
	SBL	80	70	230	60	190
MAIN ST. & FOURTH PLAIN BLVD	SBT	200	215	290	155	290
	EBL	280	25	60	65	125
	EBT	480	160	295	350	750
	WBL	130	50	100	80	150
	WBT	190	120	265	145	290
DDOADWAY CT 0 F	NBT	200	45	160	50	190
BROADWAY ST & E 28TH ST	EBT	55	0	0	0	0
	WBT	950	15	45	10	25
	NBT	180	0	0	5	60
BROADWAY ST & E	SBR	210	0	20	0	0
27TH ST	EBT	120	70	125	35	90
-	WBT	200	15	35	15	40
	NBT	920	70	150	180	315
DDOADWAY CT 0 F	SBT	640	140	245	45	105
BROADWAY ST & E FOURTH PLAIN BLVD	EBT	1800	130	240	160	245
. John Marie Park	WBL	2840	25	75	55	105
	WBT	200	145	285	245	505

	VITOCTLA		CONCECTION DIO	_
	VICEIM		CARICE CHARLES	
3 .	ATSSTIL	MUDLL	CONGESTION PLO	















6. STREETLIGHT DATA PLOTS

Streetlight Data

weekday AM 3 hr

G-9 am volume. Streetlight shows higher volume than model NV 4hrs. NV 4hrs. NV 3hrs. NV 3hr

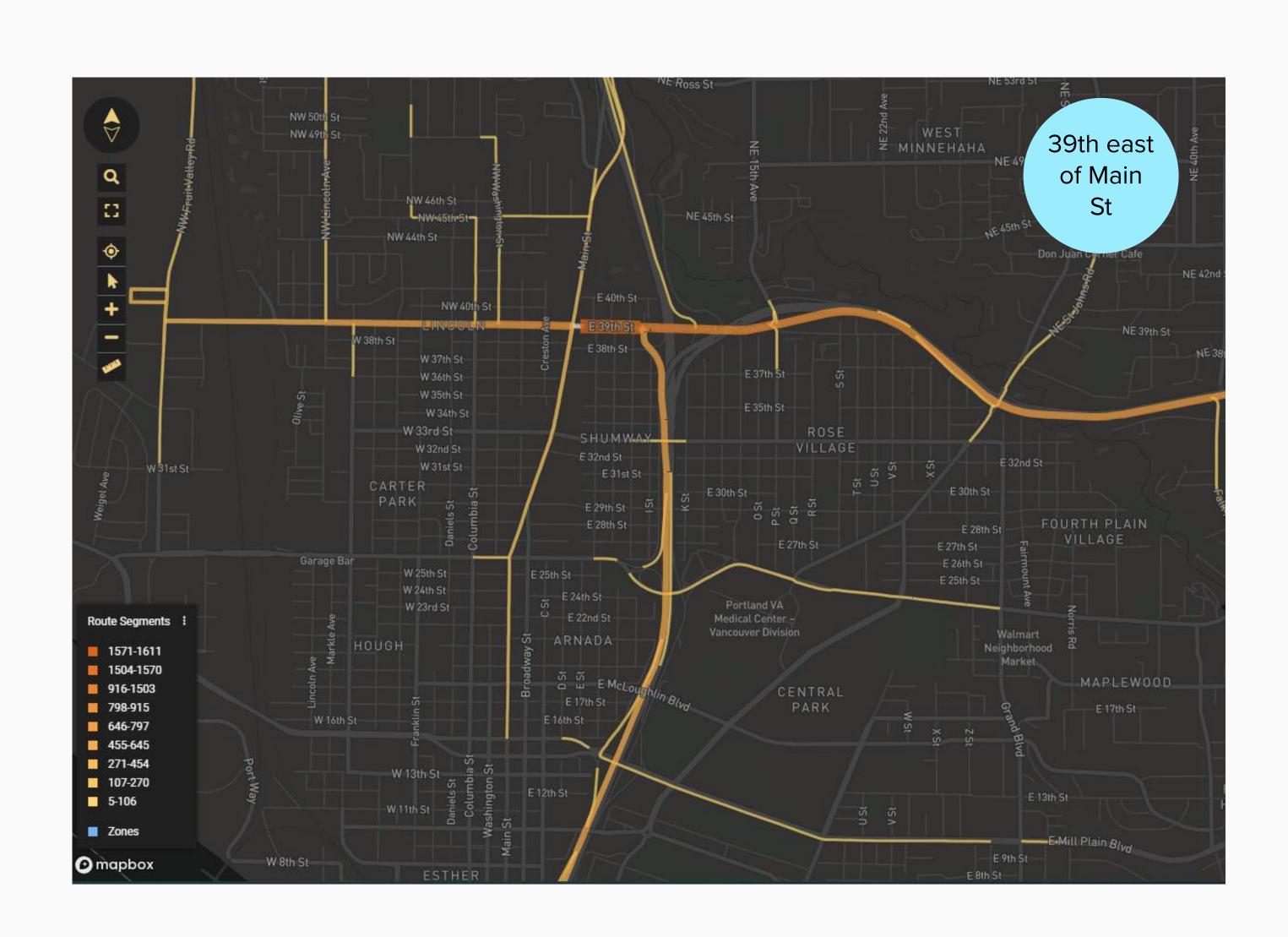
2019

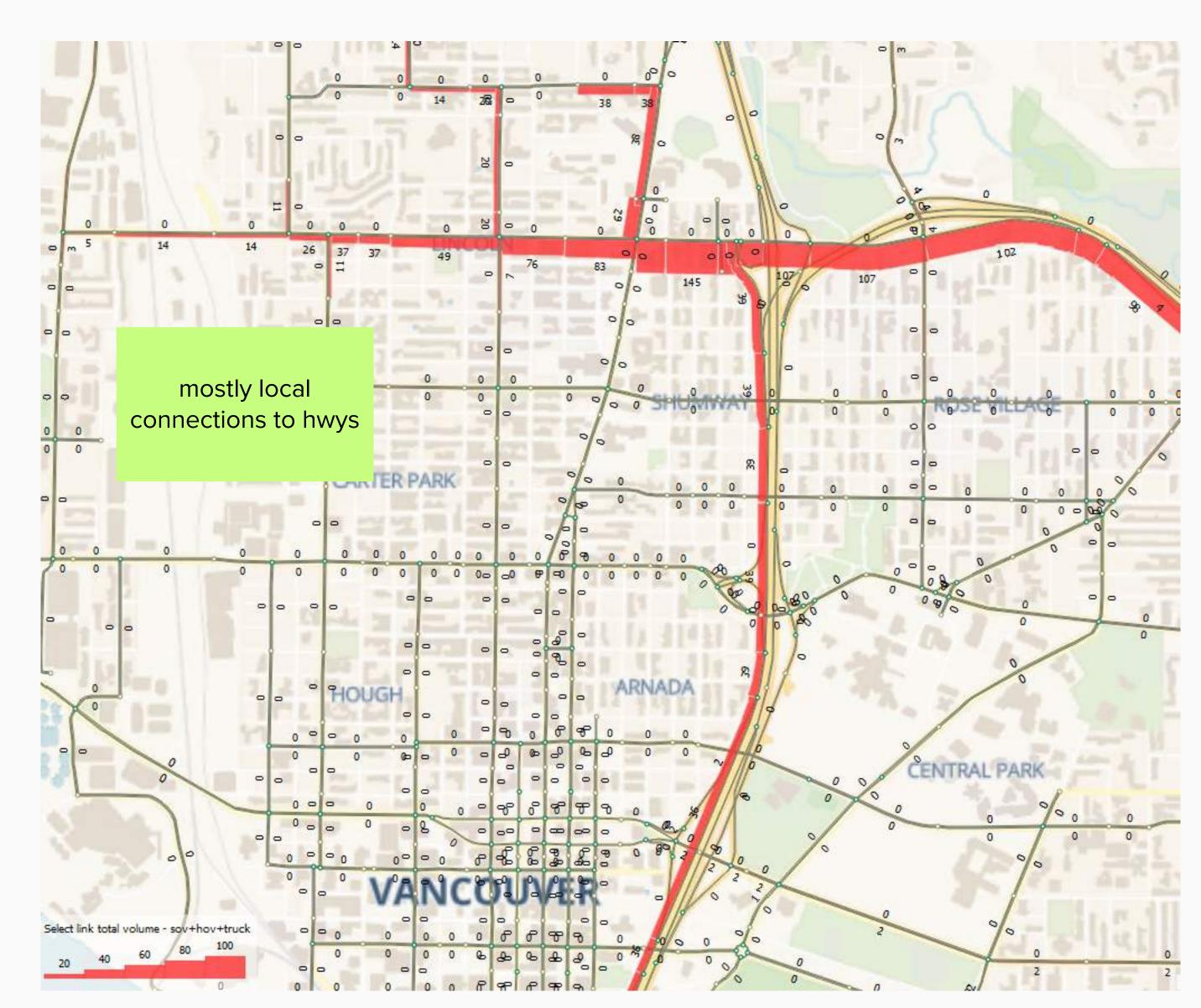
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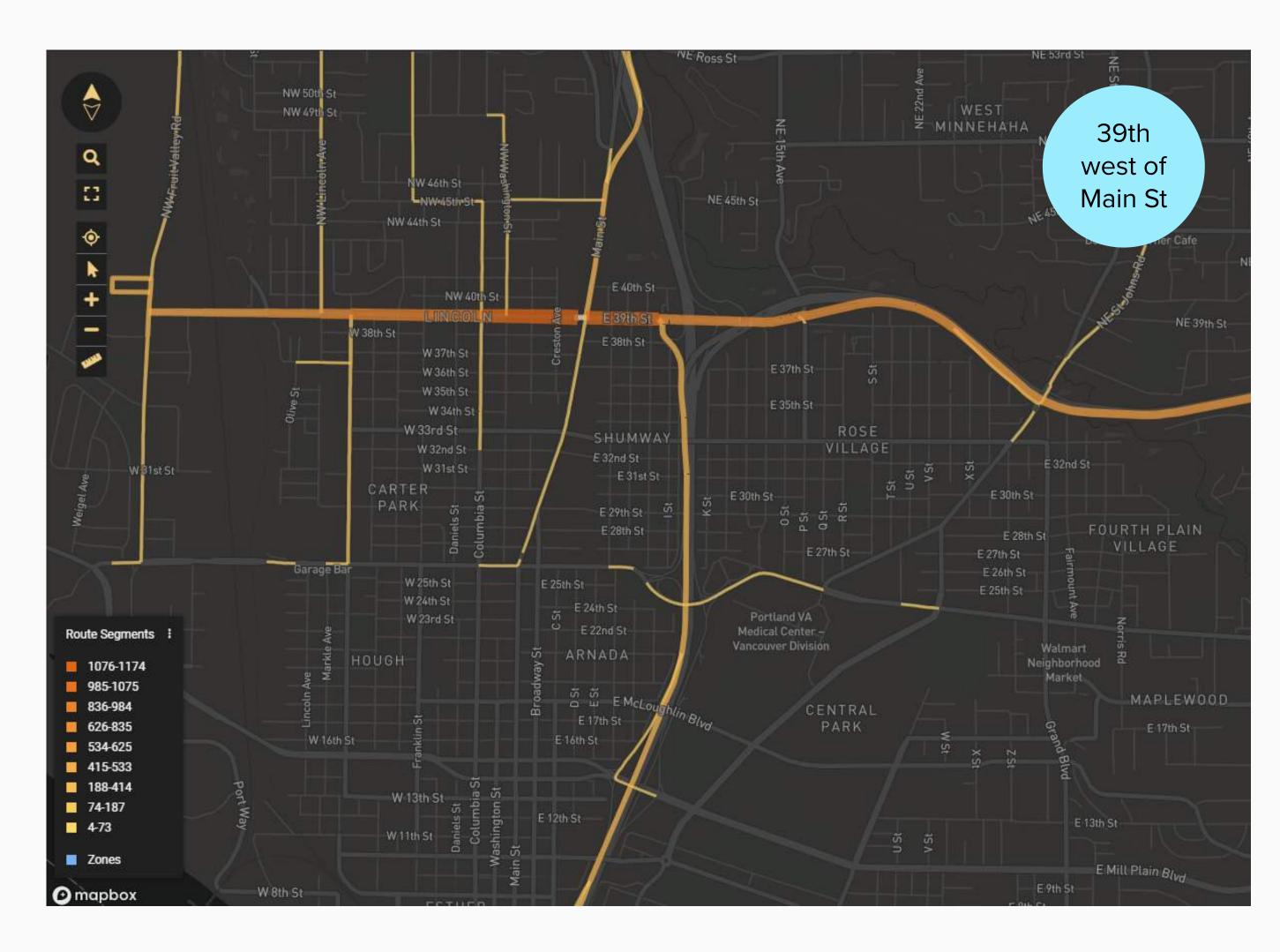


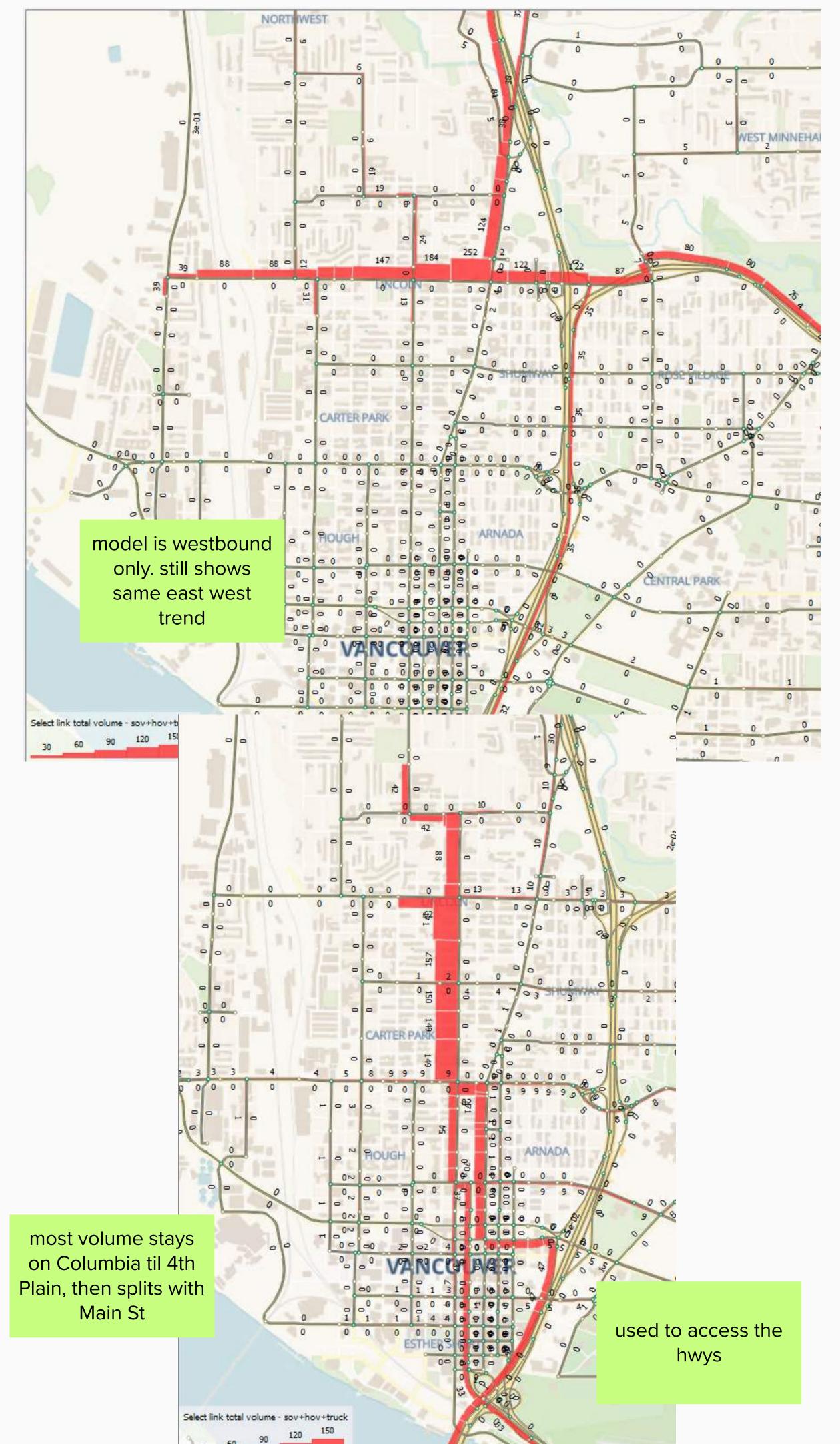
Model Data

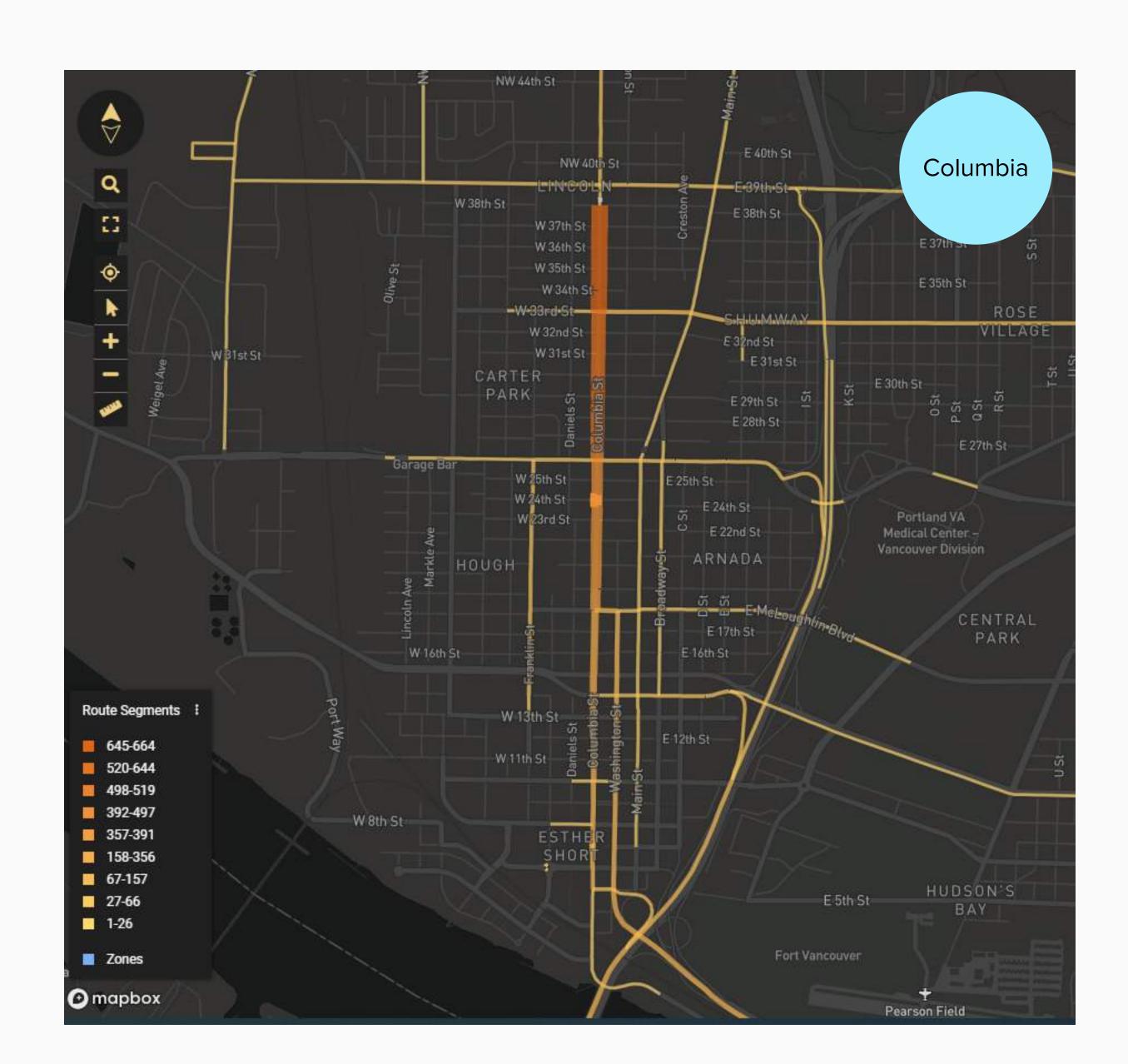




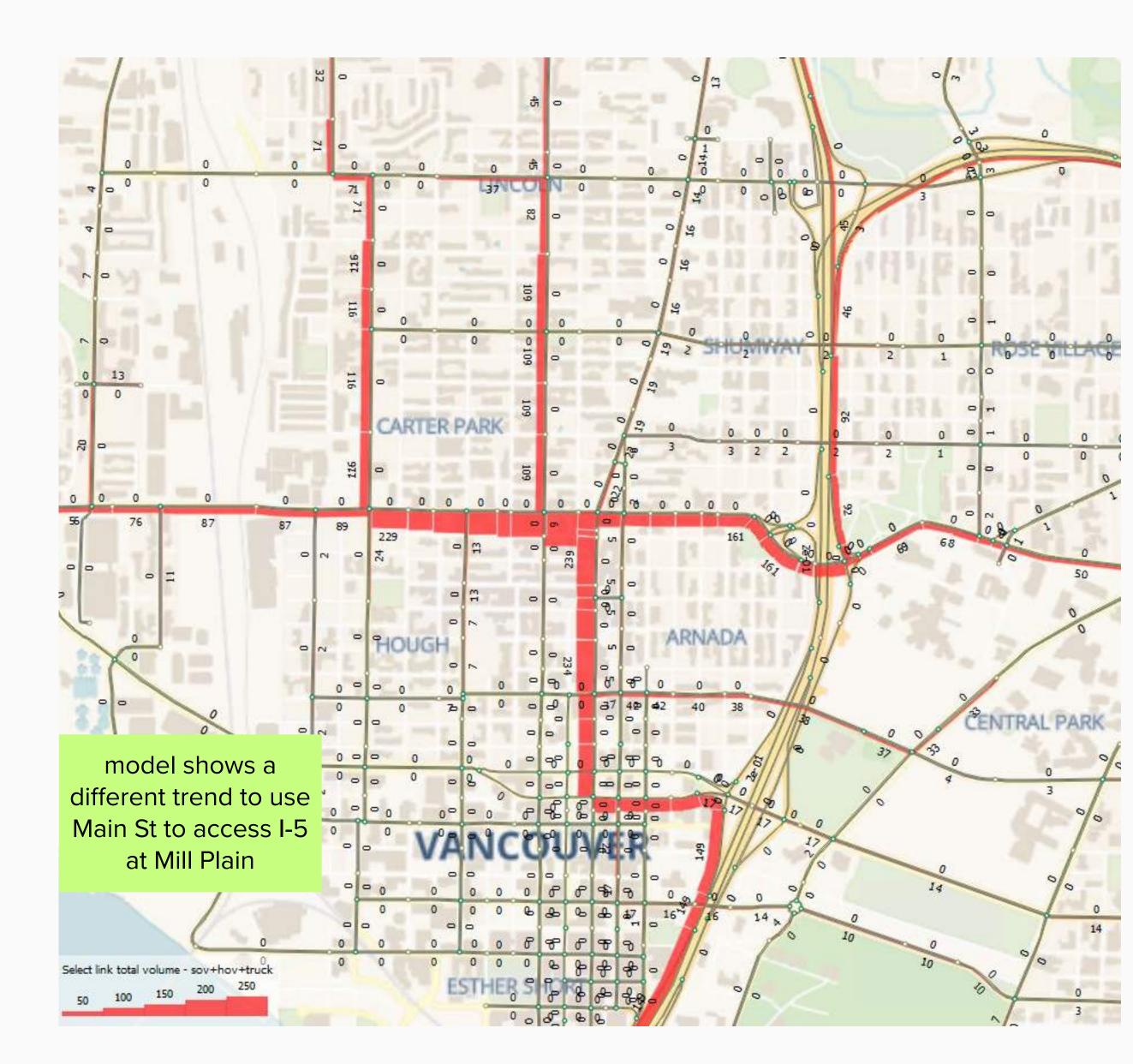






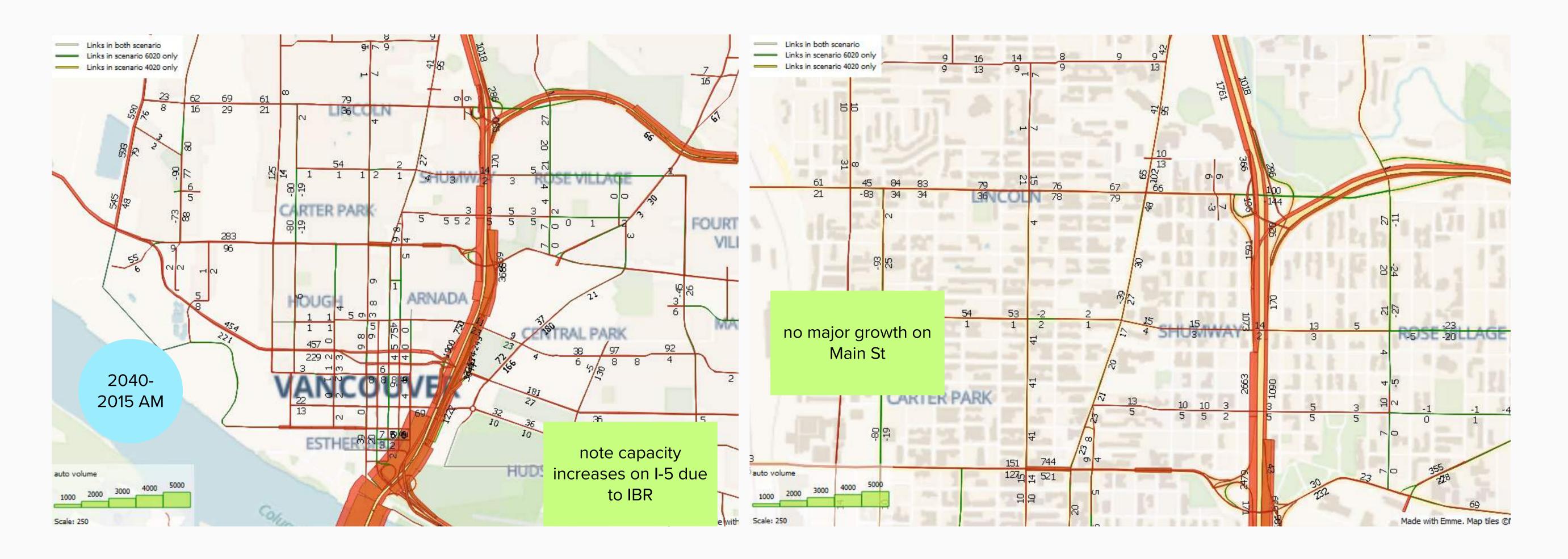


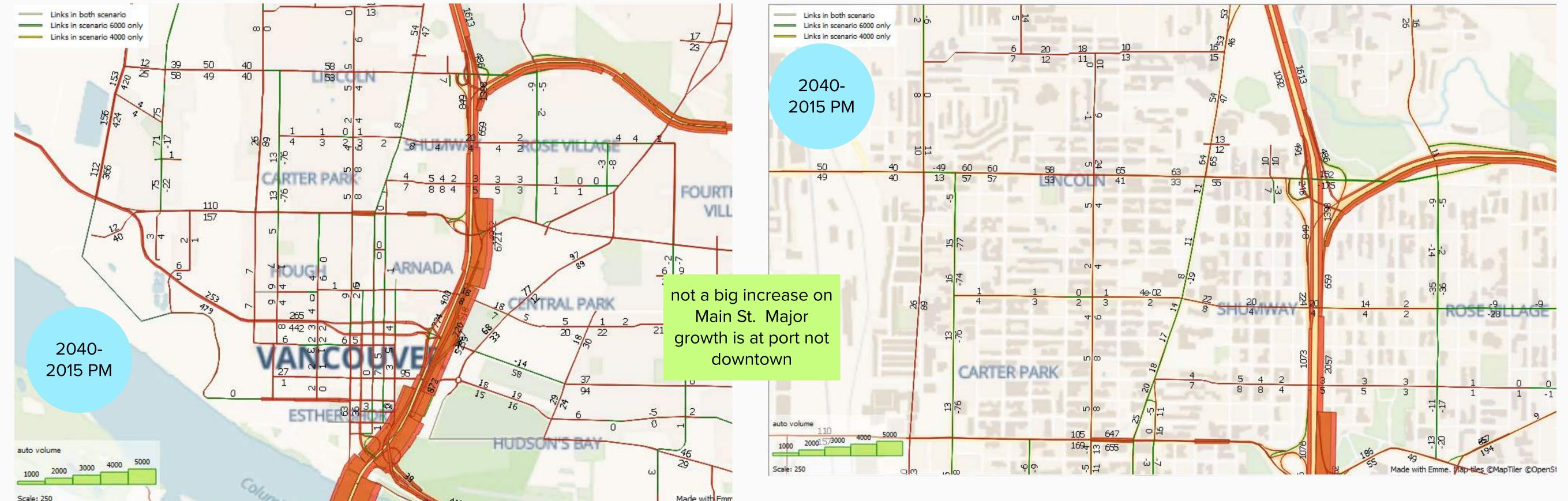


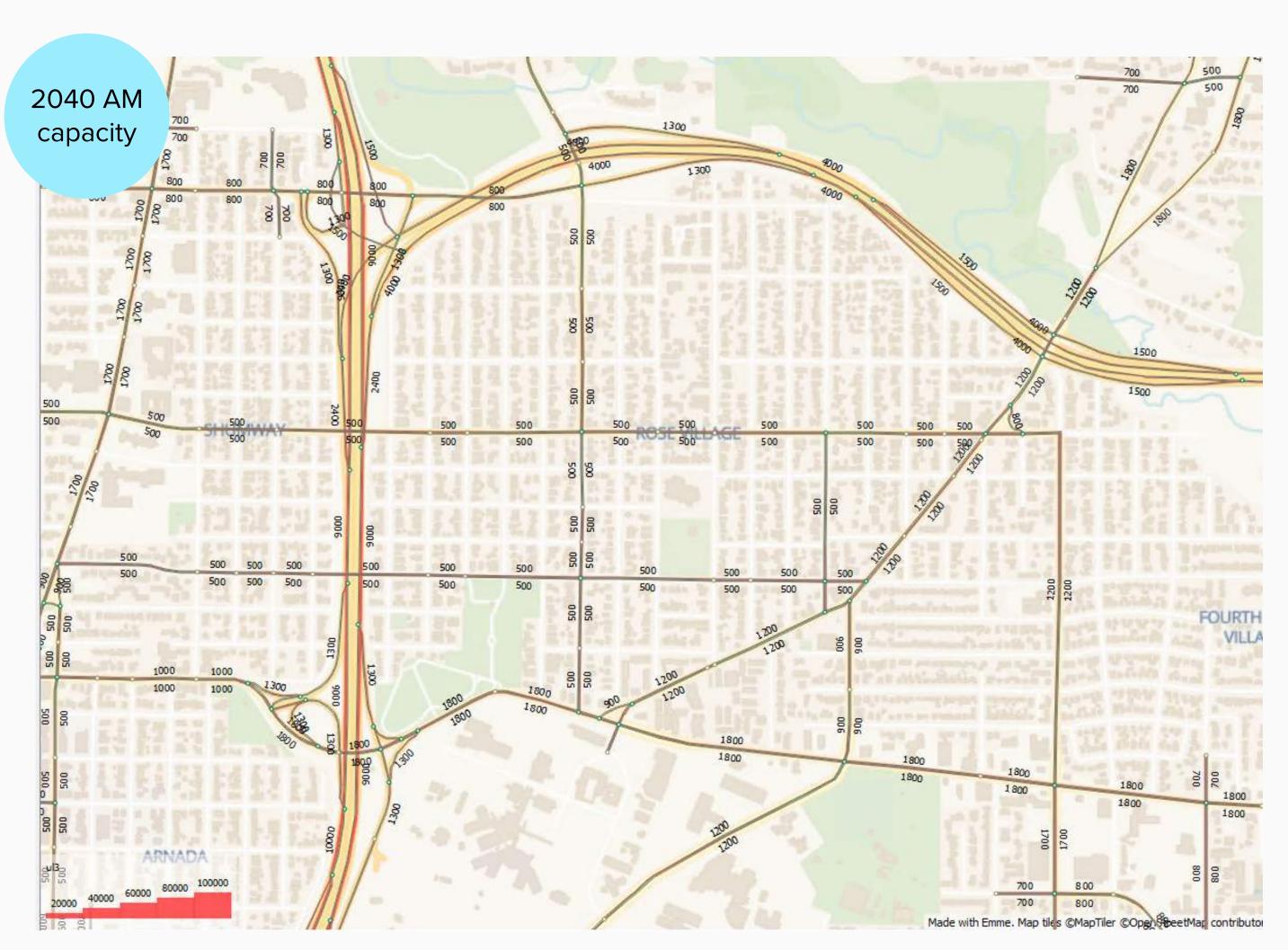


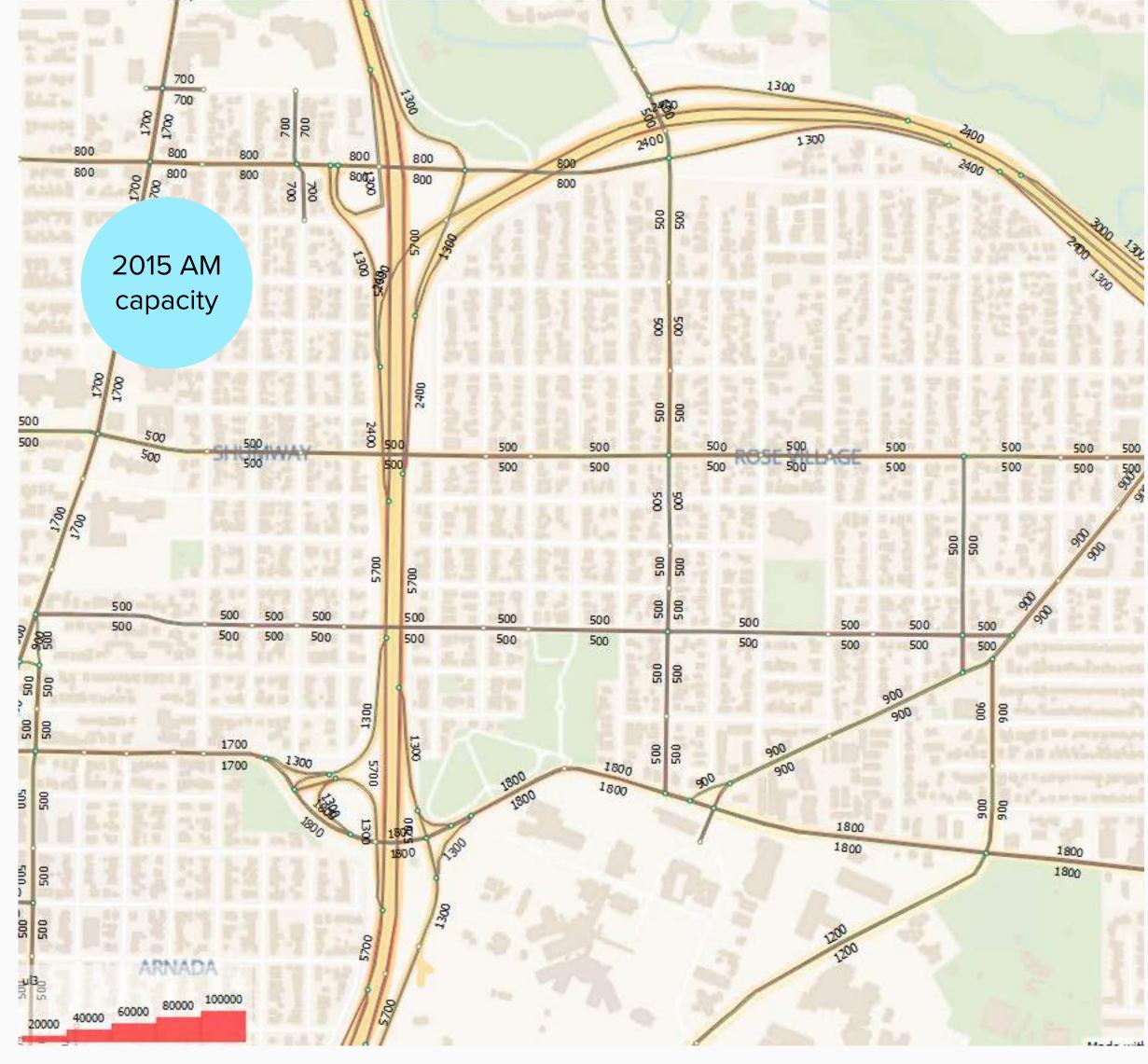


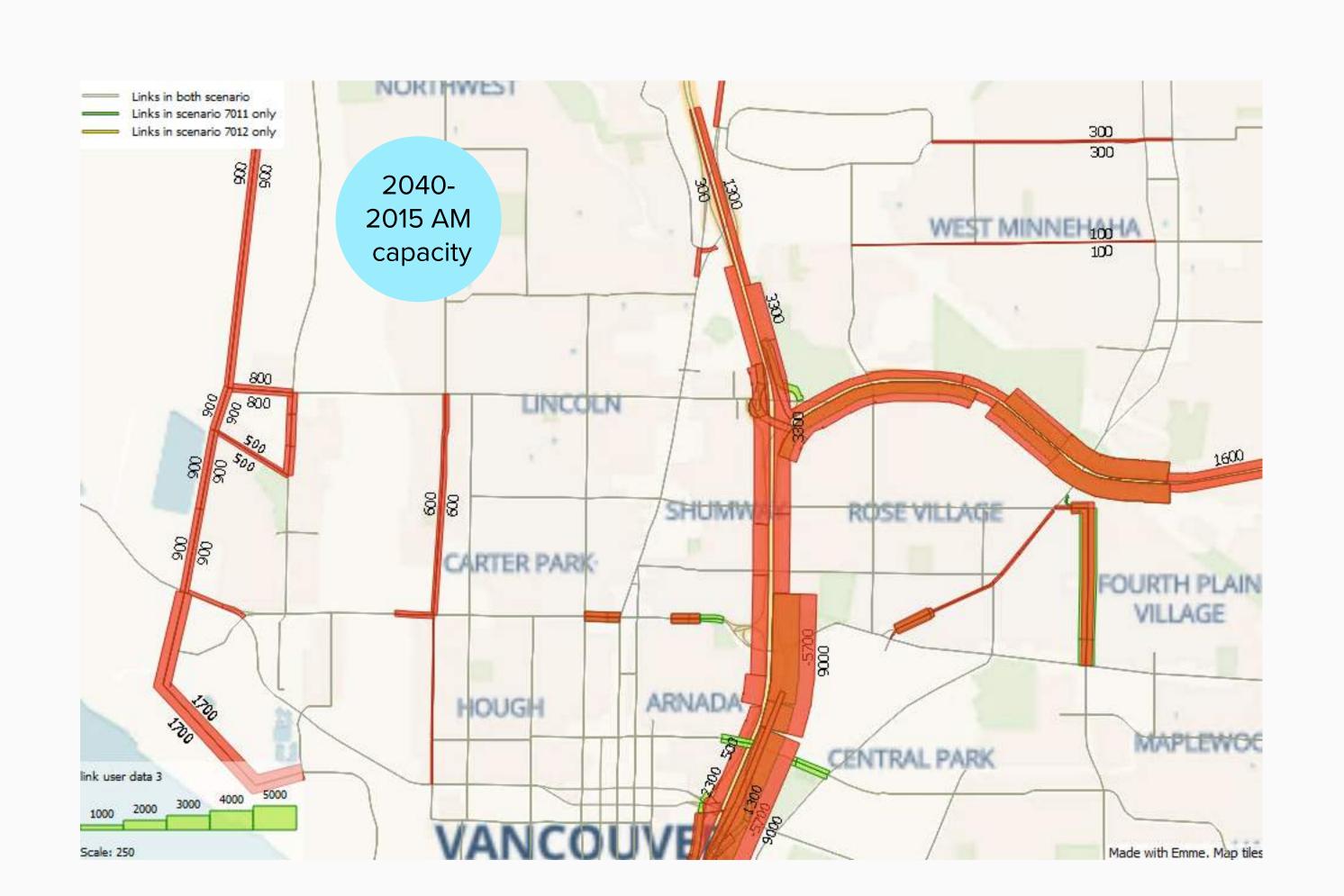
Model Comparisons













Trips	AM	PM
avg new trips	172	140
avg percent growth	26%	19%
percent growth per year	1.0%	0.8%

