DRAFT Existing Conditions Report Technical Appendices A-D Roosevelt to Downtown High Capacity Transit Seattle Department of Transportation Draft December 8, 2015

SDOT Roosevelt to Downtown HCT Plan Appendix A: Review of Existing Studies

Seattle City Council - Complete Streets (2007)

http://www.seattle.gov/council/newsdetail.asp?ID=7278&Dept=28

Project-Relevant Contents:

- Adoption of a complete streets ordinance that directs the City to build transportation projects that support and encourage walking, bicycling, and transit use while promoting safe operations for all users
- Outlines principles for corridor road design

Seattle Department of Neighborhoods - Neighborhood Plans and Status Reports (2009)

http://www.seattle.gov/neighborhoods/npi/updates.htm

Project-Relevant Contents:

- Updates to Neighborhood Plans and Status Reports, which are informed by the modal plans and are now underway citywide
- Outlines plans for individual neighborhoods; corridor will connect these
- Includes transportation analysis informed by the modal plans
- Neighborhood land use plans

Seattle Department of Planning and Development - Comprehensive Plan: Toward a Sustainable Seattle (2005)

http://www.seattle.gov/dpd/cityplanning/completeprojectslist/comprehensiveplan/documents/default.

Project-Relevant Contents:

- Seattle 2035 comprehensive plan for the future
- Existing Land Use
- Future land use
- Inventory of Existing Facilities & Services (2005)
- Traffic Forecasts (2005)
 - o 1998 Estimate and 2020 forecast
 - o LOS v/c ratio for major arterials (2020 Forecast)
- State Highways in Seattle: Inventory, Projects & Impacts (2005)

Seattle DOT - Art Plan (2005)

http://www.seattle.gov/transportation/artplan.htm

- Toolkit for art at transit stations and along walkways
- Transit art standards

Seattle DOT - Freight Mobility Strategic Action Plan (2005)

http://www.seattle.gov/transportation/freight.htm

Project-Relevant Contents:

- Freight Master Plan is still under development; Final document is expect in November 2015 with draft preceding earlier in the Fall; SDOT Freight Mobility Action Plan: 2005 Plan Update is available
- Includes major truck routes, seaport connections, and manufacturing centers
- Could be specific projects that may impact our corridor, e.g. grade separation of truck routes at heavily used railroad crossings
- Not much additional data

Seattle DOT - Transportation Strategic Plan (2005)

http://www.seattle.gov/transportation/tsphome.htm

Project-Relevant Contents:

- Updated policy direction
- Provides overall transportation strategy for the Seattle; corridor must fit into context of that vision
- Outlines specific strategies, projects, and programs that implement broader citywide goals and policies for transportation in Seattle

Seattle DOT - Industrial Jobs Initiative Improved Freight Mobility Projects List (2008)

http://www.seattle.gov/transportation/docs/FreightProjectListandMap1008.pdf

Project-Relevant Contents:

- 16 freight-focused Transportation Capital Improvement Projects. 3 are overlap with study corridor in downtown, including:
 - o Alaskan Way Viaduct & Seawall Replacement Program South Segment
 - o SR 519 Phase 2 Intermodal Access (State lead)
 - o 1st Ave S 2008 Paving Contract 1 (Dearborn-Stacy, Spokane-E Marginal)

Seattle DOT - Seattle ITS Strategic Plan (2010-2020) (2010)

http://www.seattle.gov/transportation/its_plan.htm

Project-Relevant Contents:

- ITS/TSO systems/plans within the City
- 2010-2020 ITS program plan by district
 - Special deployment for UW stadium district & CBD
- ITS deployment projects along Roosevelt
- ITS device locations citywide

Seattle DOT - Transportation Infrastructure Inventory, Status and Condition Report (2010)

http://www.seattle.gov/transportation/am_statusCondition.htm

- Useful tool for budgetary and cost estimates
- Description of transportation infrastructure assets owned by SDOT; their value and condition;
 and the funding needed to maintain and preserve them

Seattle DOT - Right-of-Way Improvements Manual (2012)

http://www.seattle.gov/transportation/rowmanual/

Project-Relevant Contents:

• Development of new street design guidelines

Seattle DOT - Urban Forest Management Plan (2013)

http://www.seattle.gov/trees/management.htm

Project-Relevant Contents:

Expand and improve urban forest, including percentage of canopy cover

Seattle DOT - Bridging the Gap (transportation funding package) (2014)

http://www.seattle.gov/transportation/BridgingtheGap.htm

Project-Relevant Contents:

- Voter approval transportation funding package that significantly increases the resources for pedestrian and bicycle improvements
- Important for providing context for budgetary issues and cost estimates

Seattle DOT - Center City Street Car Plan: Center City Connector Transit Study and Seattle Streetcar Network (2014)

Seattle Streetcar Network – http://www.seattlestreetcar.org/network.htm – Part of the long range transit master plan, includes 4 lines of which Center City is one

Center City Connector Transit Study – http://www.seattle.gov/transportation/centercityconnector.htm
http://www.seattle.gov/transportation/centercityconnector.htm
Project-Relevant Contents:

- Recently completed LPA for Center City line including criteria development and evaluation report; Appendix A includes info on projected growth and travel demand; Evaluation Report Appendices includes ridership projections, special event analysis, comparisons with other cities, and various other assessments (economic, cost, traffic, etc.)
- Defines future alignment for parallel transit service, Provides outline/example for the Roosevelt study and report
- Center City streetcar LPA recommendation
- Helpful examples of GIS maps
- Ops & Capital cost methodology detailed assumptions and estimates
- STOPS ridership model and Synchro/VISSIM models and methodology (some intersections in southern portion of corridor) which could be applicable to RDHCT Corridor Study
- Visitor market and special events ridership methodology including stadium district transit service/ridership data
- CAD utility location maps
- Traffic volumes and signal timing data was mainly based on the AWV FEIS Synchro model
- Urban form assessment example
- Transit priority treatment options
- Parking, loading zone, driveway access inventory
- Stakeholder list
- Streetcar facility and special track concepts

Seattle DOT - Move Seattle (2015)

http://www.seattle.gov/transportation/docs/MoveSeatte-FinalDraft-2-25-Online.pdf

Project-Relevant Contents:

- Outlines the mayor's vision or the transportation in Seattle including identifying current challenges
- Identifies 5 core values that all projects in the city should strive towards safe, interconnected, vibrant, affordable, innovative
- RDHCT Corridor is one of the long term priority projects identified in Move Seattle.
- The project was evaluated against the core values and scored relatively high or high on meeting these values.
- RDHCT is one of the projects that the City would like to design and build in the next 10 years.

Seattle DOT & King County Metro-Proposition 1 Service Changes (2015)

http://metro.kingcounty.gov/up/sc/rideralert/2015/june/ inc/schedule-and-route-revisions.html *Project-Relevant Contents:*

- SDOT and Metro came to an agreement in which the City would provide funding for Metro to provide additional/improved local bus service
- Plan is based on existing Metro Service Guidelines, the Seattle Transit Master Plan recommendations, and route performance data to propose a series of improvements that fit into two broad categories: 1) reliability improvements on existing service, and 2) new trips on existing routes, including both peak and off-peak frequency improvements.
- The plan seeks to create a 15-minute travel grid in Northeast Seattle. It would establish all day/night 15-minute or better bus service to most places east of I-5 and north of the canal. Service would be in a grid pattern with service spaced ½ to 1 mile apart. However, it requires the consolidation of some routes and fewer transfer points

Seattle Office of Civil Rights - Race and Social Justice Initiative (2014)

http://www.seattle.gov/rsji/

Project-Relevant Contents:

 Development of the Mayor's to make the distribution of transportation investments as equitable as possible to best serve all of Seattle's residents

Seattle Office of Sustainability and Environment - Climate Action Plan (2012)

http://www.seattlecan.org/

Project-Relevant Contents:

- Guidelines for how transportation choices impact environment
- Reducing greenhouse gas emissions and reducing Seattle's dependence on automobiles
- Transportation and land use goals and recommendations
- Describes strategies for reducing greenhouse gas emissions and reducing Seattle's dependence on automobiles

King County Metro - King County Strategic Plan for Public Transportation 2011-2021 (2013)

http://metro.kingcounty.gov/planning/

- Updated in 2013
- Provides good context for regional strategies, goals, and values but relatively little data
- County strategic goals and policies

- Puget Sound projected population and employment growth (2000 to 2040)
- Regional Growth, Manufacturing/Industrial, and Transit Activity Centers
- Survey results of "What is important to Metro riders"
- Park and Ride Utilization rates
- Overview of King County Metro Service Guidelines; these are not included under this heading because they are detailed below; note that this report includes a good summary of the Guidelines
- List of Ordinances Adopting and Amending the Strategic Plan and Service Guidelines

King County Metro - Applicable Service Reduction Package (2014)

http://metro.kingcounty.gov/am/future/index.html

Project-Relevant Contents:

- Recently approved budget does not include any additional service cuts
- The King County Council's adoption of the 2015-2016 county budget on Nov. 17, 2014 marks a turning point for Metro. Coming after extraordinary efforts to save bus service during a six-year financial crisis, the new budget maintains the current level of service for the next two years.
- This budget eliminates the need for service cuts previously contemplated.
- Earlier in November 2014, Seattle voters approved funding for additional transit service. The
 City of Seattle will purchase Metro service through King County's Community Mobility Contracts
 Program. Seattle will expand service on Metro routes that serve the city by about 10 percent.
 This funding expires after 2020. A full service plan will be made available in the spring of 2015.
 - Expanded service expected to roll out in June and September of 2015.
 - o Add new buses to all 16 Seattle routes that are chronically overcrowded
 - o Fix the schedules of all 48 routes that are chronically unreliable
 - o Add frequency to 28 high-demand routes

King County Metro - King County Metro 2014 Service Guidelines Report (2014)

 $\underline{http://metro.kingcounty.gov/planning/pdf/2011-21/2014/service-guidelines-full-report.pdf}$

Project-Relevant Contents:

- Updated from Project Scope as 2014 Report is available
- Route performance by line
 - o Riders per platform hour
 - o Passenger miles per platform mile
- Service investment priorities to improve passenger crowding, schedule reliability, and to increase service to meet target service levels.
- Route reliability data
- Route productivity data
- Route level ridership
- Corridor analysis

King County Metro - Non-Motorized Connectivity Study (2014)

http://metro.kingcounty.gov/programs-projects/nmcs/#report

- Integration of transit and non-motorized movements, including how the latter impacts the former
- GIS tools to evaluate non-motorized access
- Evaluation of all regional projects, including list of project types

 Summary of areas that would benefit most from investments in infrastructure, marketing, and rezoning

Puget Sound Regional Council - Transportation 2040 (Regional Transportation Plan) (2014)

http://www.psrc.org/transportation/t2040/t2040-pubs/final-draft-transportation-2040/

Project-Relevant Contents:

- Completed in 2010 with update in 2014
- Transportation 2040 is an action plan for transportation in the central Puget Sound region for the next three decades.
- Transportation action strategy
- Analysis Model tool Appendix H describes all models used in detail
 - o VMT
 - o Delay
 - o Speed
 - o Mode share
 - Air quality
 - o Transportation Demand Model

Puget Sound Regional Council - Vision 2040 - Growing Transit Communities (2014)

http://www.psrc.org/growth/growing-transit-communities

Project-Relevant Contents:

- Outlines areas of to integrate housing, employment, and services with transit connectivity including Brooklyn (U District), Roosevelt, and Northgate
- Policies to building transit friendly communities, provide affordable housing, expand value capture financing, and assess community needs
- Plan to locate housing, jobs, and services close enough to transit to encourage use
- Corridor Action Strategies will detail actions and tools needed to develop jobs and housing in areas associated with transit investments
- Brooklyn (U District), Roosevelt, and Northgate are all designated communities

Puget Sound Regional Council - Vision 2040 - Regional Growth Centers (2014)

http://www.psrc.org/growth/centers

Project-Relevant Contents:

- Outlines areas of regional housing and employment growth including University and Northgate
- Designated regional growth centers have been identified for housing and employment growth, regional funding; Regional manufacturing/ industrial centers are locations for increased employment
- Seattle University Community and Northgate are both designated centers

Sound Transit - System Access Issue Paper (2014)

http://www.soundtransit.org/Projects-and-Plans/Long-range-Plan-update/Long-Range-Plan-document-archive

- Improved station access
- Recommendations for making cost effective access improvements to attract ridership with a focus on HCT and walk/bike modes
- Multimodal planning and integration

- Assessment of existing guidance for providing access
- Identification for improvements across five categories:
 - Mode of access
 - o Focus of station access planning and design
 - o Costing access elements
 - o Implementation of planned access
 - o Flexibility of station access
- Identification of station typologies and considerations
- Program management implementation recommendations

SDOT Roosevelt to Downtown HCT Plan Appendix B: Existing Parking Inventory and Conditions

The purpose of this technical memorandum is to present a summary of the existing parking conditions for the Roosevelt to Downtown High Capacity Transit (RDHCT) Project Definition. The data presented in tables will be provided to CDM Smith for uploading by block face to the GIS parking database.

1. Parking Data Sources

Parking data was initially gathered from the City of Seattle 2015 parking databases. The "Parking Inventory by Category" (PIC) database was used to start the parking inventory. The PIC is developed from the Seattle Department of Transportation (SDOT) sign log with estimates of parking spaces based on curb distances, placeholders for driveways, bus stops, and clearances. Each block face is identified by the "Element Key" and the data is available by block face. This database is updated periodically as other parking studies are prepared throughout the City. There is a range of accuracy (or inaccuracy) within the database.

City of Seattle also maintains a "Curb Space Inventory" for block faces with paid parking. This database was cross referenced by block face to update the PIC. This database is generally more accurate than the PIC, although field reviews did show some inaccuracies. The PIC was further updated with Google Earth and Google Street View where possible. Street View worked well, except where the PIC sign log was inaccurate. Parking restriction signing was sometimes readable with Street View but not always. It was not possible to zoom in adequately to measure driveway and bus bays, nor were fire hydrants visible. Finally, field inventories were prepared where block faces were missing from the database and where the accuracy was in question. The updated PIC was developed for this project.

The curb space measurements used to determine the parking inventory were based on SDOT methodology using the following guidelines:

- Parking space length = 17 feet.
- No parking within 20 feet of a crosswalk
- No parking 15 feet either side of a fire hydrant
- No parking 5 feet either side of a driveway

SDOT major parking space types include:

- Pay parking spaces, including motorcycle parking
- Time-limited parking spaces
- Carpool parking
- Restricted Parking Zones (RPZs) (parking permits to exempt residence or business from time-limits)
- 30-minute load zones, general and commercial
- 3-minute passenger load zones
- Unrestricted parking

A variety of other parking space types exist such as taxi zones, shuttle zones, 15-minute load/unload, law enforcement designated parking, and parking restrictions by time of day.

2. City of Seattle Parking Policy

Curb space is part of the public street system, and as such it is a public good that is available for all people to use. The Seattle Department of Transportation (SDOT) regulates the use of curb space to address competing needs, to assist in moving people and goods more efficiently, to support the vitality of business districts, and to create livable neighborhoods.

SDOT strives to balance the diverse needs for curb spaces uses and considers the adjacent land uses, both in terms of each specific block as well as the larger surrounding area. The goals used are:

- Balance competing needs (transit, customers, residents, shared vehicles)
- Move people and goods efficiently
- Support business district vitality
- Create livable neighborhoods

In residential areas the priorities for curb space use are:

- 1. Transit use (bus stops and spaces for bus layover)
- 2. Passenger and commercial vehicle loading zones
- 3. Parking for local residents and for shared vehicles
- 4. Vehicular capacity

In business or commercial areas, including blocks with mixed-use buildings containing residential units, the priorities for curb space use are:

- 1. Transit use (bus stops and spaces for bus layover)
- 2. Passenger and commercial vehicle loading zones
- 3. Short-term customer parking (time limit signs and paid parking typically for 1- or 2-hours)
- 4. Parking for shared vehicles
- 5. Vehicular capacity

The paid parking program is implemented if requested by a neighborhood or business district. Paid parking is a successful parking management tool useful when parking demand meets or exceeds capacity. In advance of pay parking, a neighborhood parking study is prepared to understand parking duration, utilization, and turnover by time of day. With these data a parking program can be developed that balances the needs of business and residents.

SDOT conducts a paid parking occupancy study annually and the resulting parking occupancy data are used to determine potential changes to on-street parking rates, time limits, and paid parking hours. Parking rates are increased or decreased in specific areas based on the occupancy so that approximately one or two open spaces are available on each block face throughout the day, equating to target occupancy of 70% to 85%. Parking rates are between \$1.00 and \$4.00.

Pay station hours of operation vary by neighborhood. Pay station hours are generally:

- 8 AM 8 PM Monday through Saturday in the Commercial Core
- 8 AM 6 PM Monday through Saturday in the South Lake Union area
- 8 AM 8 PM Monday through Saturday in the University District

Time limited spaces are implemented to create turnover where block faces are adjacent to businesses. Time-limited spaces may be requested and implemented on a block face by block face basis. Time-limited parking spaces may work better than pay spaces in areas where the side streets have unrestricted and low occupancy parking.

Load/unload zones are located to support the activities of commercial areas and high density residential areas. Load/unload zones may be requested and implemented on a block by block basis. Seattle uses four distinct types of load zones:

- 30-minute generic Load Zone, typically 7 AM 6 PM
- 3-minute Passenger Load Zone, typically 7 AM 7PM
- 30-minute Truck-Only Load Zone, typically 7 AM 6 PM
- 30-minute Commercial Vehicle Load Zone (or permit vehicle load zone)
- City-designated curb space for bus zones and taxi zones

The Restricted Parking Zone (RPZ) Program is used to help ease parking congestion in residential (and sometimes commercial) areas, while balancing the needs of all people to be

able to use the public streets. RPZs help neighborhoods deal with the impacts of high parking demand so that vehicles displaying a valid RPZ permit are exempt from time-limited parking restrictions. Along the Roosevelt to Downtown study corridor, there are RPZs in the Cascade, Eastlake, University District West, and Roosevelt neighborhoods.

3. Existing Parking Inventory

The parking inventory and existing conditions is summarized in the Table 1. The parking inventory relies on several sources that include: the SDOT Parking Inventory by Category database and SDOT Pay Parking Curb Space inventory. These databases were supplemented with the Seattle Parking Map, Google Earth/Street View, and field reviews. As such, the databases may be updated periodically as this study progresses.

Table 1. Existing Parking Inventory

	Parking Type						
Street Segment	Paid ¹	Time- limited ²	RPZ ³	30-minute load zone ⁴	3-minute passenger load zone	Un- restricted	Total Parking Spaces
Westlake to Southlake Union							
Westlake Ave, Stewart St to Denny Way	46			1	2		49
Virginia Street, 5th Ave to Fairview Ave	13			3	2		18
Stewart St, 5th Ave to Boren Ave	54			5	4		63
5th Avenue, Virginia St to Stewart St	14			4	1		19
Boren Ave, Virginia St to Stewart St							0
Westlake Ave N, Denny Way to Valley St	54				2		56
Terry Ave N, Thomas Street to Valley St	56			1	1	34	92
Thomas St, Westlake Ave N to Terry Ave N	2				1		3
Fairview Ave N, Denny Way to Valley St	62			5	2		69
Valley St, Westlake Ave N to Fairview Ave N	35						35
Fairview to Eastlake							
Fairview Ave North Roadway	106						106
Fairview Ave N, Valley Street to Eastlake Ave E						8	8
Eastlake Ave E, Galer St to University Bridge		57	15	12	6	237	327
University District to Roosevelt							
Roosevelt Way NE, University Bridge to NE 45th St	26			5	4		35
Eastlake Ave NE/11th Ave NE, Campus Pkwy to NE 45 th Street	17			2	4	44	67
Roosevelt Ave E, NE 45th Street to NE 55th St	53	29		10	2	36	130
11th Ave NE, 45th St to NE 55th St	75	2	36		1	63	177
Roosevelt Ave E, NE 55th St to NE 65th St	29	34		4	1	66	134
11th Ave E/12th Ave E, NE 55th St to NE 65th St		44	51	3		44	142
Roosevelt to Northgate							

Roosevelt to Downtown High Capacity Transit Project Definition Existing Parking Conditions - DRAFT

Roosevelt Ave E, NE 65th St to NE 80th St	22	35		7	1	95	160
12th Ave NE, NE 65th St to NE 75th St				2	4	116	122
NE 75th St, 12th Ave NE to Roosevelt Way NE						2	2
NE 80th St, Roosevelt Way NE to 5th Ave NE						45	45
5th Ave NE, NE 80th St to NE 103rd St		29		4	1	232	266
NE 100th St, 5th Ave NE to Transit Center (2nd Ave NE)		8		1	3	4	16
NE 103rd St, Transit Center (2nd Ave NE to 5th Ave NE							0
Total Corridor	664	238	102	69	42	1,026	2,141

Sources: SDOT; Parking Inventory by Category database and Pay Parking Curb Space inventory. Supplemented with the Seattle Parking Map; Google Earth/Street View and field reviews March, April, May, 2015. Last update 5/26/15

- 1. Paid parking spaces include some motorcycle parking. Load/unload within paid parking zones are not included in pay parking quantities.
- 2. Time limited spaces include 1-Hour and 2-Hour time-limited parking.
- 3. Restricted Parking Zone
- 4. A few 15-minute load zones exist within the study corridor that are included in the 3-minute load/unload quantities.

4. Findings

On-street parking is provided along most segments of the corridor. Parking supply is a mix of pay parking spaces, time-limited parking spaces, restricted parking zones (RPZ), 30-minute load zones (general and commercial), 3-minute passenger load zones and unrestricted parking. Pay parking exists in the downtown area, on Fairview Ave North, and in the University District. On Eastlake Avenue E the on-street parking is time-limited with peak hour restrictions for buses to use the curb lane. From the University District to approximately NE 65th Street there is a mix of pay and time-limited parking with the pay parking in the heart of the University District. North of NE 65th Street is primarily unrestricted parking. There are no carpool spaces along the project corridor.

Westlake to South Lake Union

Observed parking characteristics from Westlake to South Lake Union area were typical of the downtown environment. There are no time-limited parking spaces. There are 34 remaining unrestricted spaces on Terry Ave N between the Mercer Street north roadway and Valley Street. Peak period/peak direction parking restrictions occur on various block faces on Westlake Ave between 9th Avenue to Denny way and various block faces on Virginia Street and Steward Street. Peak period/peak direction parking restrictions also occur on Fairview Avenue N from Denny Way to Republican Street. Peak period/peak direction parking restrictions occur from 7 to 9 AM for in-bound buses and/or traffic flow and from 4 to 6 PM for outbound buses and/or traffic flow.

Fairview to Eastlake

There are approximately 106 paid parking spaces on the Fairview Avenue N north roadway. The north roadway runs parallel to Fairview Avenue N on the northwest side of Fairview Avenue N beyond the sidewalk and landscape strip. Fairview Avenue N there are eight unrestricted parking spaces between Fairview Ave E and Eastlake Ave E on the west side.

Along Eastlake Avenue NE, in the Eastlake neighborhood, there are no paid parking spaces. Approximately 22% of the spaces are time-limited and 26% of the time-limited are within an RPZ. The remaining spaces are unrestricted. A high parking utilization was observed. Numerous driveways exist along Eastlake Avenue NE and some are very wide at older buildings. Peak period/peak direction parking restrictions occur from E Blaine Street to Harvard Avenue E. The RPZ is between E Newton Street and E Boston Street on the west side.

University District to Roosevelt

There is paid parking on Roosevelt Way NE, from the University Bridge to NE 45th Street consisting of approximately 26 paid spaces, five 30-minute load/unload, and four 3-minute load/unload. There are relatively few parking spaces within this segment due to the protected bicycle lane on the west side of Roosevelt Way NE. From NE 45th Street to NE 65th Street there is a mix of paid, time-limited, and unrestricted parking. On 11th Avenue NE there is a

mix of paid, time-limited, and unrestricted parking from NE Campus Parkway to NE 65th Street. There are RPZs on 11th Ave NE between NE 50th Street and NE Ravenna Boulevard.

The blocks adjacent to the Roosevelt North Link station, west side of 12th Avenue NE from NE 65th Street to NE 67th Street currently have no parking due to the adjacent construction activity. The parking inventory was updated as zero parking spaces, which will be the same condition as when the station is complete. On the east side of 12th Avenue NE, between NE 65th Street and NE 66th Street there is a Metro bus zone which will continue as a bus zone with the North Link station so the inventory includes no parking spaces. On the east side of 12th Avenue NE, between NE 66th Street and NE 67th Street there is no parking in the afternoon for a school bus zone for Roosevelt High School and approximately eight unrestricted spaces when the school bus zone restriction is not in effect.

Roosevelt to Northgate

The study corridor streets from Roosevelt Way NE to Northgate primarily consist of unrestricted parking. The only paid parking is on Roosevelt Way NE between NE 65th Street and NE 67th Street. The parking inventory may indicate more parking spaces than are used on the street because the defined parking space length is 17 feet, and in areas with lower parking utilization cars self park with a longer de-facto parking stall length.

SDOT Roosevelt to Downtown HCT Plan Appendix C: Existing Pedestrian Evaluation

Introduction

This document provides an evaluation of the pedestrian environment along the Roosevelt to Downtown High Capacity Transit Corridor, and presents specific findings related to pedestrian access and connectivity. The document is divided into the following sections:

- Review of Existing Planning Documents Provides an overview of the pedestrian master plan and other related plans and policies.
- Corridor Overview Includes types of pedestrian environments as well as residential and employment density.
- Connectivity Analysis Provides an analysis of how the pedestrian network is connected to the corridor.
- Pedestrian Quality Analysis Provides an analysis of the quality of the pedestrian environment along the corridor.
- Planned Improvements Summarizes anticipated pedestrian improvement projects along the corridor.

Review of Existing Policies and Planning Documents

City of Seattle Right-of-Way Improvements Manual

The Right-of-Way Improvements Manual provides procedures and design criteria balancing mobility needs of all users of the street right-of-way. It includes standards and guidelines affecting physical changes to the street right-of-way and on public property. It includes design criteria for sidewalks and crossings supporting all pedestrians, including people with disabilities.

Pedestrian Master Plan

The Pedestrian Master Plan, adopted in 2009, is the guiding policy document that sets a vision for a walkable city. The plan is grounded in a set of six objectives that guide policy and decision making, including:

- Complete and maintain the pedestrian system identified in the Pedestrian Master Plan
- Improve walkability on all streets
- Increase pedestrian safety

- Plan, design, and build complete streets to move more people and goods
- Create vibrant public spaces that encourage walking
- Get more people walking for transportation, recreation, and health.

The Pedestrian Master Plan provides analysis showing vibrancy, equity, corridor function, priority, intersections, and midblock conditions. This analysis shows locations along the Roosevelt to Downtown High Capacity Transit Corridor that have some high opportunities for roadway crossings such as signalized crossings in areas such as the Roosevelt and University District which have several intersections with long crossing distances and no signalized crossing or crosswalk markings. However, the plan shows that sidewalks are generally provided along the entire length of the corridor.

Corridor Overview

Types of Pedestrian Environments

The Roosevelt to Downtown High Capacity Transit Corridor spans from high intensity downtown land uses in the south to single-family residential in the north. The pedestrian environment along the corridor also varies widely. These environments include a variety of sidewalk widths and amenities between neighborhoods. In general, sidewalks are provided along both sides of the corridor with signalized pedestrian crossings more abundant in the downtown area.

Connectivity Analysis

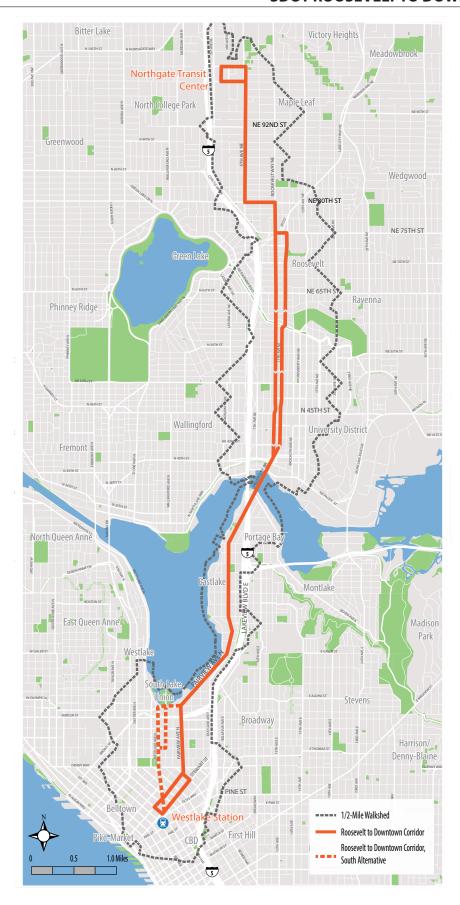
A pedestrian network connectivity analysis was conducted which assessed the pedestrian network within one-half mile (or about a 10-minute walk) of the corridor. The connectivity analysis demonstrates the potential walk-shed by the area's general street grid (typically in the shape of a diamond) but also applies an analysis of the public pedestrian network, including sidewalks, paths, and crosswalks to determine actual pedestrian connectivity. (The analysis was accomplished using the GIS Network Analysis tool).

Findings

The result of the pedestrian connectivity analysis is shown in **Figure 1**. The pedestrian connectivity areas represent the extent of the pedestrian network from the proposed stop locations. Areas not highlighted indicate places of deficiencies in the pedestrian network. Throughout the corridor, network connectivity is typically very good due to the grid network of streets, however, there are some locations where there is low connectivity as noted below.

High Network Connectivity

Areas of high network connectivity are located in the South Lake Union and University District neighborhoods. These neighborhoods have grid street networks of small blocks providing multiple





paths of access for pedestrians to stop locations. While Interstate-5 is a physical barrier throughout the corridor, access under the interstate is provided on most streets in these neighborhoods.

Low Network Connectivity

Areas of low network connectivity along the corridor are due to Interstate-5 and other physical barriers. The Eastlake neighborhood is bordered by Lake Union to the west and I-5 to the east. These barriers block network connectivity. In the Eastlake neighborhood, there is a single pedestrian path under I-5. As a result of these manmade and natural barriers, pedestrian access in the Eastlake neighborhood is more confined compared with other neighborhoods along the corridor.

The Northgate neighborhood also exhibits low pedestrian network connectivity with fewer and larger blocks and I-5 acting as a barrier to the west. There are no pedestrian access points across I-5 within close proximity of the transit stop at Northgate.

Pedestrian Quality Analysis

The pedestrian quality analysis considers several characteristics that make up the pedestrian realm and provides an assessment of completeness and comfort for pedestrians. The pedestrian quality analysis was completed using existing data collected by various public agencies with additional information collected through site visits and by viewing aerial imagery.

There are several documents that set out guidelines for the design of the pedestrian environment, including:

- Institute of transportation Engineers' (ITE) Designing Walkable Thoroughfares: A Context-Sensitive Approach
- City of Seattle Right-of-Way Improvements Manual
- Multi-Modal level of Service (MMLOS) in the 2010 Highway Capacity Manual
- Pedestrian Environmental Quality Index (PEQI) developed by the San Francisco Department of Public Health.

As shown in **Table 1**, a set of criteria was developed from these references and employed to assess the pedestrian travel quality along the corridor.

Table 1: Pedestrian Quality Evaluation Criteria

Criteria	Description
Mid-block Criteria	
Pedestrian Realm Width (Sidewalk Width + Buffer)	The City of Seattle Right-of-Way Improvements Manual defines the standard pedestrian realm to be 11 feet. The pedestrian realm is defined as the sum of the sidewalk width and sidewalk buffer. In the analysis, mid-block segments are identified as either under the 11 foot threshold or meeting/exceeding the threshold.
Sidewalk Width	The City of Seattle Right-of-Way Improvements Manual defines the standard sidewalk to include a 6 foot sidewalk. Sidewalk widths along the corridor are broken into three categories, no sidewalk, less than six foot sidewalk, and more than six foot sidewalk.
Buffer	The City of Seattle Right-of-Way Improvements Manual defines the standard sidewalk to include 5 foot planting strip width or landscape/furniture zone. The presence or absence of a buffer along the corridor is identified.
Street Trees	The Seattle Pedestrian Master Plan identifies street trees as an important characteristic to the improvement and maintenance of walkability for all streets. The presence or absence of street trees along the corridor is identified.
On-Street Parking	The ITE Designing Walkable Thoroughfares: A Context-Sensitive Approach discusses benefits of on-street parking including the slowing of traffic and buffering between pedestrian and moving traffic. Parking along the corridor is determined where only segments with more than half of their parking spaces outside of "No Parking" zones were identified as a segment with available parking. Only those segments with more than half of the segment length available for parking were considered to meet this criteria, thus avoiding segments with very few parking spaces which likely would not contribute to the pedestrian environment.
Sidewalk Condition	The condition of sidewalks is important in determining whether walking is safe, comfortable, and appealing. Sidewalk condition includes three categories: good, fair, and poor. Sidewalks identified as good condition exhibited little to no cracking, fair sidewalks showed instances of cracking, while poor sidewalks exhibited both cracking and raised unevenness.
Intersection Criteria	
Crosswalk Markings	Crosswalk markings provide pedestrians safer passage across roadways. Signalized intersections were evaluated to determine if crosswalks were present across all streets. Unsignalized intersections were evaluated to determine if crosswalk markings were present across the minor streets (typically in the north/south direction as the corridor runs north/south).
Pedestrian Signals	The stopping of traffic is critical to pedestrian safety while crossing streets. Pedestrian traffic signals were determined to either be present or missing for intersections.
Curb Ramps	Curb ramps provide intersections with ADA compliance and enhances pedestrian quality. Intersections were evaluated to determine the presence and type of curb ramps. Curbs of intersections were classified by those that have truncated dome ramps at all curbs, a mixture of truncated dome ramps and non-truncated dome ramps, those with all non-truncated dome ramps, or no ramps at all.

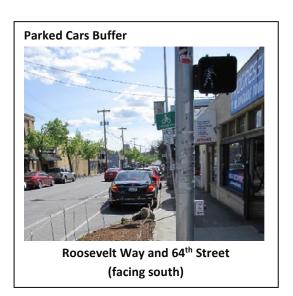
Findings

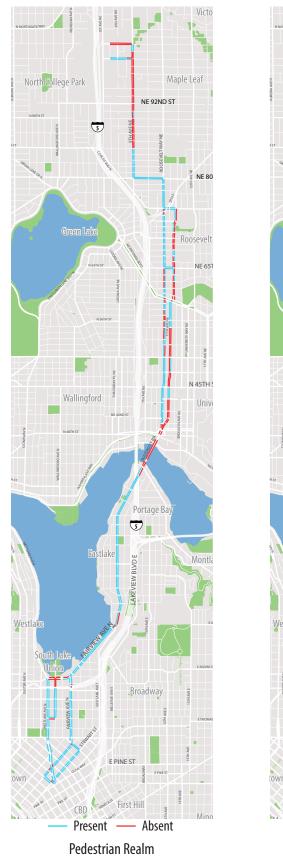
The result of the pedestrian quality analysis is shown in **Figures 2 through 4**. Mid-block segments and intersections marked blue identify areas of higher quality street characteristics while the red markings identify areas where the pedestrian environment is lacking in some way.

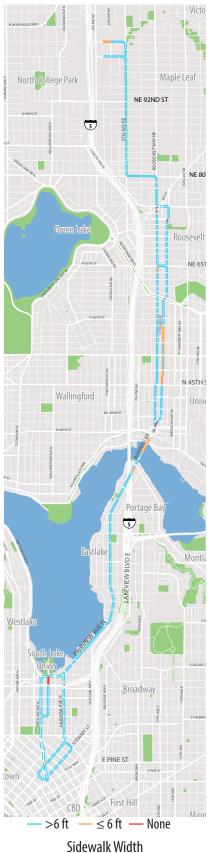
Buffers - Separation from vehicles

Overall, the corridor provides adequate separation for pedestrians from traveling vehicles (see landscape and parked car buffer below). The Downtown, Eastlake, Roosevelt, and Northgate neighborhoods provide sidewalk buffers and sidewalk widths greater than six feet which contributes to the reduction of vehicle proximity to the pedestrian environment. In areas where onstreet parking is available, it provides an additional buffer. An example of this is on 11th Avenue between 50th Street and 47th Street.









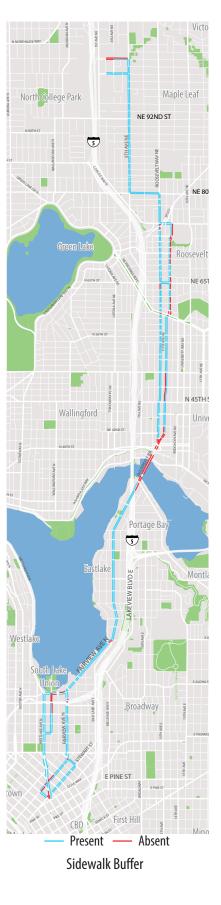
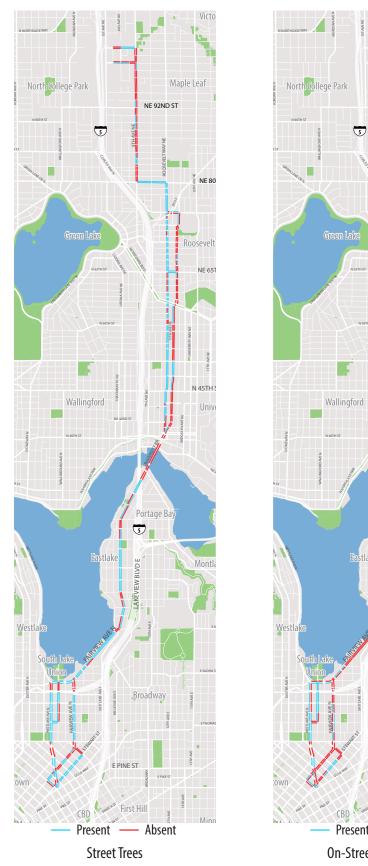




Figure 2 **Mid-Block Characteristics**



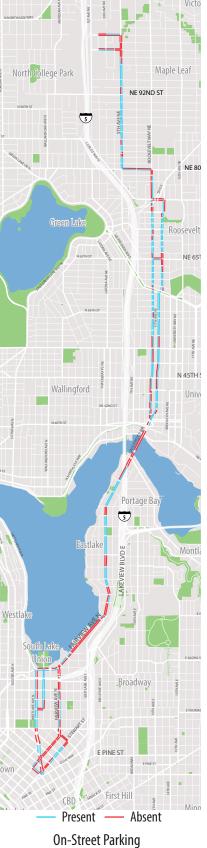






Figure 3 **Mid-Block Characteristics**

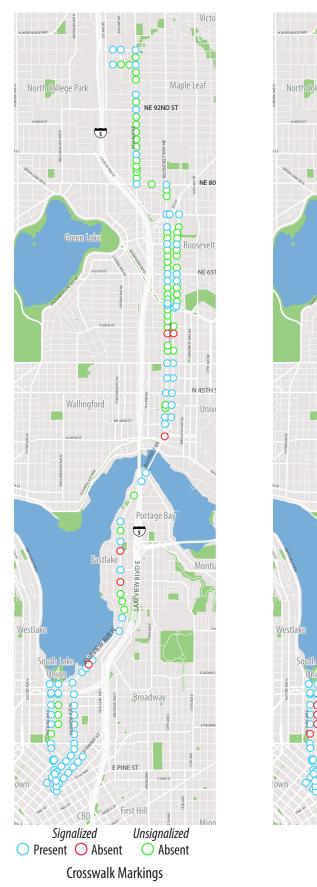




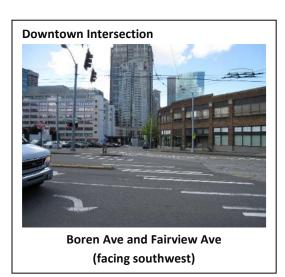




Figure 4 Intersection Characteristics

Intersections

The quality and consistency of intersection features for pedestrians varies along the corridor. The downtown area provides consistent levels of pedestrian quality as most intersections contain adequate pedestrian enhancements, including crosswalk markings, pedestrian ramps, and pedestrian signals (see downtown intersection below). Other neighborhoods also provide the same level of intersection features, however they are only available at major signalized intersections. This is evident in the University District and Roosevelt neighborhoods as smaller street intersections along the corridor do not provide pedestrian signal crossings. In these neighborhoods, pedestrians are presented with a gap of approximately five blocks before they are provided with signalized crossings; limiting their opportunity to cross streets. The half-mile segment along the corridor between Ravenna Boulevard and 50th Street is one example.



Within the Eastlake neighborhood, a signalized mid-block pedestrian crossing was observed. While this pedestrian crossing's primary function is to provide access to the center boarding platform at the existing Fairview Avenue and Aloha Street South Lake Union Streetcar stop, it also provides pedestrians with an opportunity to cross the corridor along this long stretch between signalized intersections.

Conflict Points with Vehicles

Curb cuts for driveways can increase pedestrian conflicts with vehicles and reduce pedestrian quality. While these occur throughout the corridor, they were more common in the Eastlake and Northgate neighborhoods. For example, a one block segment of the corridor along Eastlake Avenue between Lynn Street and Boston Street has two driveways on the east side of the road intersecting the sidewalk. While shopping center driveways are more evident in the Eastlake and University

District neighborhoods, the Northgate neighborhood exhibits a higher number of driveways due to the area being predominately residential.

Sidewalk Obstructions and Condition

The condition of sidewalks and obstructions along sidewalks make them harder to navigate, particularly for the elderly and visually impaired. Several segments along the corridor were found to have fair or poor sidewalk conditions which include cracking and raising of the sidewalk. These segments were more evident in the northern section of the corridor in the University District and Roosevelt neighborhoods. Shown below are sections of sidewalks along the corridor between 56th Street and 55th Street. The cracking/raising of the sidewalk and clutter create an unfriendly pedestrian environment and narrows the pedestrian realm; also reducing ADA accessibility.





Bridges

Fairview Bridge and University Bridge are choke points with limited width that reduce the ability to provide buffering between pedestrians and vehicles (shown below). The University Bridge has a limited width and presents a challenge for the pedestrian environment: the sidewalk width is six feet or less and adjacent to fast moving traffic; a sidewalk is present on both sides. There is a low wall between the sidewalk and the moving traffic, but it provides little perceived pedestrian comfort. The Fairview Bridge provides a physical barrier between the sidewalk and traveling vehicles on the east side, and delineators on the west side between the pedestrian / bicycle pathway and moving traffic. While this separation assists in providing safety for the pedestrian, there is limited room to provide buffers. The west side of the Fairview Bridge also provides a floating path along lake Union well separated from traffic, but the stairs needed to access the floating path are a hindrance to those unable to navigate them.





Bridge Pedestrian Environment Fairview Bridge Fast Side

Fairview Bridge East Side (facing north)

Overall Pedestrian Quality

The corridor pedestrian quality is at its highest in the downtown area with a high amount of midblock features and safe street crossings across most of the streets. Pedestrian quality lowers in the Eastlake neighborhood as fewer mid-block features are available. The University District and Roosevelt neighborhoods have even lower pedestrian quality as fewer mid-block features are present, fewer main arterial crosswalks exist at unsignalized intersections, and narrower sidewalks exist in many places. The Northgate neighborhood, also exhibits fewer mid-block features and a reduction in sidewalk widths but also, has several curb cuts negatively affecting the pedestrian environment. Lastly, the location with the poorest pedestrian quality is along the University Bridge. Here pedestrians are within close proximity to fastest moving vehicles and are provided limited amenities including the absence of a buffer and narrow sidewalks.

Planned Improvements

Seattle DOT Arterial Asphalt and Concrete Program

Each year the City's Arterial Asphalt and Concrete Program resurfaces several streets with a focus on enhancing safety for users and maintaining and managing roadways and sidewalks. Projects are prioritized and selected by SDOT's Pavement Engineering and Management Section based on several factors including existing pavement conditions, the intensity and type of traffic, residential and business needs, and maintenance and liability concerns. The projects provide a safer and more convenient pedestrian environment, as clear road markings and well maintained pavement conditions allow bicycles and vehicles to effectively share the road more safely.

As it relates to the Roosevelt to Downtown High Capacity Transit Corridor Project, the city has undertaken the Roosevelt Way Paving and Safety Improvements Project. This project will improve transit and the pedestrian environment along Roosevelt Way between 65th Street and the University Bridge. Key improvements from the project include replacing buckled or cracked sidewalks, extending sidewalks, installing curb bulbs (reducing intersection crossing distances), replacing standard curb ramps to meet ADA standards, installing protected bicycle lanes, and transit islands. These improvements will be implemented in 2016.

SDOT Roosevelt to Downtown HCT Plan Appendix D: Bicycle Evaluation

This document describes the bicycle facilities, including existing conditions as well as the policy framework that outlines future plans, of the Roosevelt to Downtown Corridor and surrounding study area. The first section describes existing bicycle conditions while the second section discusses the policy framework that has created short- and long-term plans for improvements.

Existing Conditions

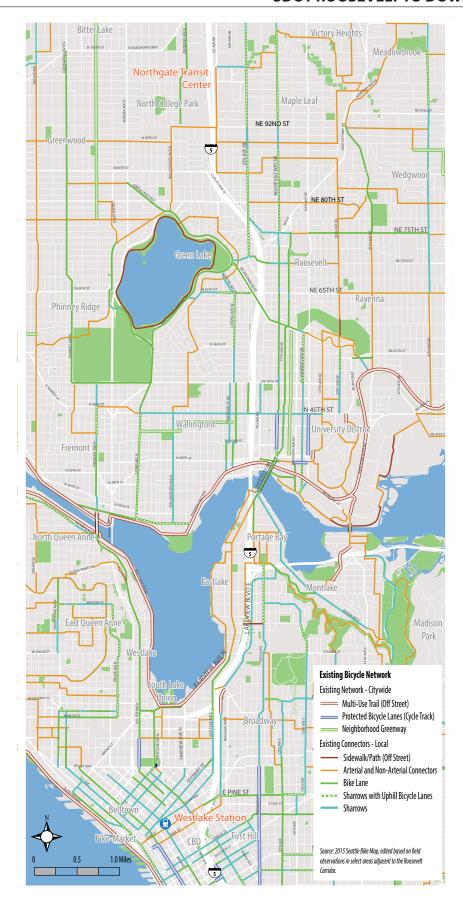
The existing bicycle network is described below, separating the north-to-south and the south-to-north directions. Deficiencies in the system, as well as a summary of recent collisions is included. Existing bicycle facilities on and near the RDHCT Corridor are shown on **Figure 1** and are summarized below.

Southbound

Existing southbound bike facilities on the Roosevelt corridor will be upgraded in fall of 2015 to include a protected bike lane from NE 65th Street to the north end of the University Bridge. A protected bike lane has already been installed in early 2015 between NE 45th Street and the University Bridge. This is a main commuter route into downtown from the north end, and is currently one of the more dangerous streets for biking based on the number of collisions. The connection at the University Bridge, even with the new improvement, is not ideal with vehicles and bikes sharing the lane and merging in an uncomfortably short span of roadway. There is a bike lane across the University Bridge that leads to Eastlake Avenue on the south side of the Ship Canal. This bike lane continues for a short distance to the Harvard Avenue intersection. From this point and to the south, Eastlake Avenue does not have a signed bike lane from this point until the junction with Fairview Avenue. At the intersection of Eastlake and Fairview there is a bike lane through the intersection, but it ends immediately and bicyclists either share the roadway with cars or the 8' multi-use path with pedestrians. Once to Valley Street there is a dedicated bike lane. Westlake also does not have a dedicated bike lane leading into downtown Seattle.

Northbound

Heading north out of downtown Seattle, there is no dedicated bike lane on Virginia Street, Fairview Avenue, or Eastlake Avenue. Near the corridor, the bike facilities between downtown and South Lake Union include bike lanes on 9th Avenue, and sharrow lanes/bike lanes along Stewart Street/Virginia Street, Howell Street/Eastlake Avenue. Similar to the southbound direction, a bike lane exists on Eastlake Avenue from Harvard Street to the University Bridge and across the University Bridge. The bike lane through the interchange just north of University Bridge is complicated by traffic exiting to the right at multiple ramps and portions are marked as sharrows rather than a true bike lane. North from the University Bridge area bicyclists travel on 11th Avenue NE in a striped bike lane. This bike lane extends north on 11th Avenue NE and 12th Avenue NE to NE 65th Street.





Existing Deficiencies

North of the University Bridge, existing northbound and southbound bike lanes are provided along the corridor. South of the University Bridge bicyclists ride with traffic on Eastlake, Fairview, Stewart, Virginia, and Westlake and dedicated bike lanes are needed. The transition on the north side of the University Bridge to the bike lanes raises safety concerns.

Analysis of bicycle/vehicle collision data between 2010 and 2014 showed that the Fuhrman Avenue intersection with Eastlake Avenue E as well as the midblock segment just south of that intersection (to Harvard Avenue E) have a combined 11 collisions involving bicyclists. This location is an area with a high amount of vehicular and bicycle traffic using the University Bridge to the north and Eastlake Avenue. A substantial number of the bicycle collisions can be attributed to the travel patterns that result in conflicting movements; notably, the northbound vehicular right and southbound left turns coming from Eastlake Avenue onto Fuhrman Avenue impact northbound bicycle through movements onto the University Bridge. This intersection was identified by SDOT staff as a collision "hot spot" due to existing movement patterns and the physical intersection geometry.

Other locations with high bicycle injuries such as the intersections and midblock segments along the 11th Avenue and Roosevelt Avenue couplet are notable due to their proximity to the University of Washington. The newly constructed protected bicycle lane on Roosevelt Way south of NE 45th Street will improve bicycle safety in this area, by providing a separated path for bicycle users away from vehicular traffic.

Bicycle-Vehicle Collisions

In order to conduct the analysis along the Roosevelt to Downtown High Capacity Transit (RDHCT) corridor, collision data was provided by the Seattle Department of Transportation (SDOT) from the most recent 5-year time period (from 2010 to 2014) via GIS data attributes. **Figure 2** shows the location and count of all bicycle collisions on the corridor. Areas with three or more injury collisions involving bicyclists were looked at indepth; five intersections and five midblock segments had three or more injury collisions involving bicyclists. These 10 locations are summarized in **Table 1**.

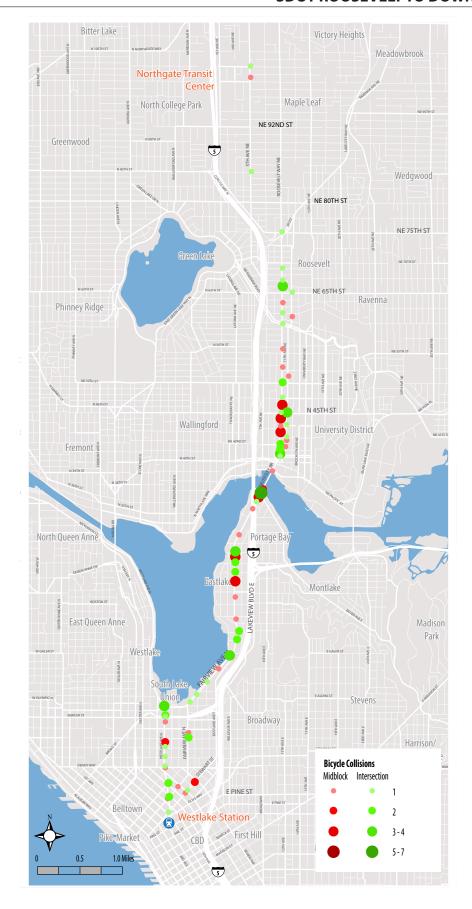




Table 1: Intersections and Midblock Segments with Three or more Bicycle Injury Collisions, Years 2010-2014

	Study	Intersection/ Midblock	Total Collisions	Injury Collisions		Bicycle Injury Collisions*	
Location	Corridor Segment			Number	Percent	Number	Percent
Eastlake Avenue E and Fuhrman Avenue E	Eastlake	Intersection	14	9	64%	7	50%
11 th Avenue NE and NE 45 th Street	Roosevelt/ University	Intersection	30	16	53%	4	13%
Eastlake Avenue E between Harvard Avenue E and Fuhrman Avenue E	Eastlake	Midblock	13	6	46%	4	31%
Roosevelt Way NE and NE 66 th Street	North of 65 th	Intersection	7	6	86%	4	57%
Eastlake Avenue E and E Edgar Street	Eastlake	Intersection	7	5	71%	4	57%
Eastlake Avenue E between E Lynn Street and E Louisa Street	Eastlake	Midblock	18	6	33%	3	17%
Roosevelt Way NE between NE 43 rd N Street and NE 45 th Street	Roosevelt/ University	Midblock	13	5	38%	3	23%
Roosevelt Way NE between NE 42 nd N Street and NE 43 rd S Street	Roosevelt/ University	Midblock	13	4	31%	3	23%
Eastlake Avenue E between E Roanoke Street and E Edgar Street	Eastlake	Midblock	7	4	57%	3	43%
Fairview Avenue E and Fairview Avenue N	Eastlake	Intersection	4	4	100%	3	75%

Note: *The number of bicycle injury collisions is a subset of the total number of injury collisions – for example, 7 of the 9 injury collisions at Eastlake Avenue E and Fuhrman Avenue E involved bicycles.

Of the locations identified in **Table 1**, the Fuhrman Avenue intersection with Eastlake Avenue E as well as the midblock segment just south of that intersection (to Harvard Avenue E) have a combined 11 collisions involving bicyclists. This location is an area with a high amount of vehicular and bicycle traffic using the University Bridge to the north and Eastlake Avenue. A substantial number of the bicycle collisions can be attributed to the travel patterns that result in conflicting movements; notably, the northbound vehicular right and southbound left turns coming from Eastlake Avenue onto Fuhrman Avenue impact northbound bicycle through movements onto the University Bridge. This intersection was already identified by SDOT staff as a collision "hot spot" due to existing movement patterns and the physical intersection geometry.¹

Other locations with high bicycle injuries such as the intersections and midblock segments along the 11th Avenue and Roosevelt Avenue couplet north of the University Bridge are notable due to their proximity to the University of Washington. A newly constructed protected bicycle lane was placed and extended along this portion of Roosevelt Way; this project will improve safety for bicyclists in this area, providing a separated path for users away from vehicular traffic.²

Policy Framework

Several policies and plans have been developed to shape multi-modal transportation with a focus on bicycle transportation, including: Move Seattle, Seattle's 2015 Bicycle Master Plan, and Seattle's Complete Streets Policy. Move Seattle is a 10-year strategic transportation vision, including a document that outlines the work

¹ Meeting with Saeed Nowkhasteh and Rich Meredith from SDOT, February 17, 2015.

² "Roosevelt Way NE Protected Bike Lane" project webpage. Accessed March 5, 2015; http://www.seattle.gov/transportation/rooseveltpbl.htm

that the Department of Transportation will do into the future. The Move Seattle strategic document integrates 20-year modal master plans (for freight, transit, walking and bicycling) into a nearer-term strategy for improving streets for all travelers.³

The City of Seattle's 2015 Bicycle Master Plan details planning, designing, and building bicycle facilities that make traveling by bicycle safer and more convenient for all ages. The focus of this plan is to implement new facilities that will work to improve and enhance the current bicycle network, encourage increasing ridership through improved access and safety.⁴ Complementing these goals, Seattle's 2007 Complete Streets Policy (Ordinance 122386) directs the Seattle Department of Transportation to design streets for pedestrians, bicyclists, and transit riders of all abilities, while promoting safe operations for all users, including freight.

Short Term Improvements

The Bicycle Master Plan Implementation program (last updated in March 2015) includes several bicycle improvement projects in or near the corridor planned for 2015-2019 (also illustrated in **Figure 3**):

2015 - Protected Bike Lanes on:

- Roosevelt Way NE from NE 45th to NE 65th Street (Roosevelt Paving and Safety Project)
- University bridge between Furhman Avenue and NE Campus Parkway (Roosevelt Paving and Safety Project)
- NE Ravenna Boulevard/Cowen Place NE/15th Avenue NE
- NE Campus Parkway between Eastlake Avenue and University Way

2016 - New bike lane on Banner Way (NE 75th Street) between Roosevelt and 5th Avenue

2017 – Protected bike lane on NE 40th Street between Brooklyn Avenue and 7th Avenue

2017 – Broadway to Eastlake Greenway (3.5 mile long north-south greenway linking First Hill and Eastlake).

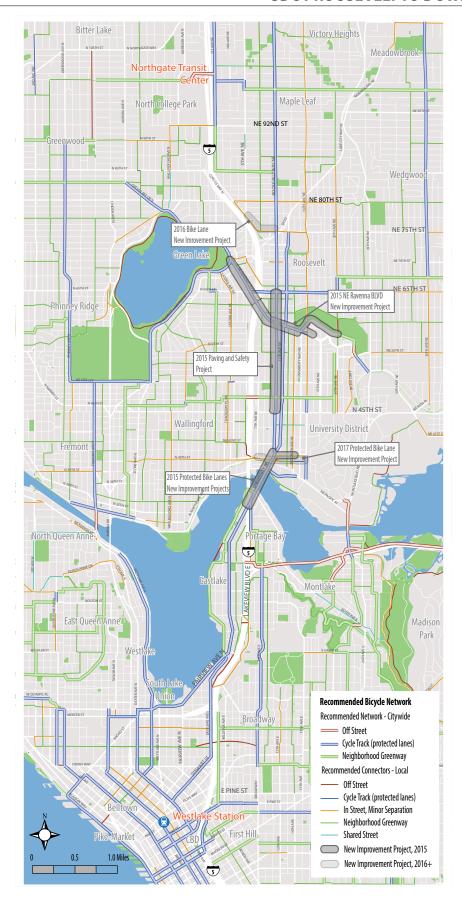
Long Term Vision

Identified in the Bicycle Master Plan are protected bike lanes (cycle track) along the entire corridor including the Roosevelt and 11th/12th Street couplet. On the north section, the recommended route follows Roosevelt Way all the way to Northgate. In the southern part of the corridor, the recommended routes in and out of downtown are: Eastlake Avenue – Stewart Street; and Eastlake Avenue – Fairview Avenue – 9th Avenue – Bell Street – 7th Avenue. As with all facilities identified in the BMP, further study is needed to validate the recommendations.

In addition to improving safety conditions, these new bicycle facilities will create better connections with Seattle's citywide bicycle network and multi-modal system. Critical connections to the citywide bike network include connections with Westlake Avenue (north-south travel of the west side of Lake Union), the future

³ http://www.seattle.gov/transportation/moveSeattle.htm

⁴ http://www.seattle.gov/transportation/bikemaster.htm





SR 520 trail, the Burke Gilman Trail, and Ravenna Boulevard/Ravenna Park. For multimodal connectivity, it is important to ensure good connections to the future Link light rail stations scheduled to open in 2021: Roosevelt Station at Roosevelt Avenue and 65th Street, and U District Station at Brooklyn Avenue and 45th Street. Roosevelt Station will be directly connected to the Roosevelt protected bike lane.

DRAFT Existing Conditions Report Technical Appendix E Roosevelt to Downtown High Capacity Transit Seattle Department of Transportation Draft December 8, 2015

SDOT Roosevelt to Downtown HCT Plan Appendix E: Existing Level of Service Analysis

This document provides a description of traffic operations within the Roosevelt to Downtown High Capacity Transit (RDHCT) study area under existing conditions.

Study Intersections

To identify traffic impacts associated with the proposed RDHCT project, eighty six (86) important intersections located along the corridor were selected as part of this study, as shown on **Figure 1**. A list of the study intersections is provided in **Table 1**. All of these intersections are signalized.

Of the 86 intersections, the following six are minor intersections and were not evaluated as part of the traffic operations analysis:

- Intersection #42: Fairview Avenue/Ward Street minor cross street and pedestrian-activated crossing
- Intersection #43: Fairview Avenue/Streetcar Signal (north of Ward Street) an actuated signal used only for streetcar maneuvering
- Intersection #44: Fairview Avenue/Yale Avenue minor cross street and pedestrian-activated crossing
- Intersection #54: Eastlake Avenue/University Bridge Drawspan the drawspan does not operate during peak traffic periods
- Intersection #79: 5th Avenue/85th Street minor cross street and pedestrian-activated crossing
- Intersection #81: 5th Avenue/95th Street minor cross street and pedestrian-activated crossing

Additionally, due to the unavailability of latest traffic counts at the time of this memorandum, only 12 of the 27 intersections located in the downtown portion of the study area are included in this appendix. Consequently, only traffic operations at the available 63 study intersections are reported in this document and are denoted as "yes" in the last column of **Table 1**. These intersections were evaluated during the weekday AM peak hour (the highest hour between 7 AM and 9 AM) and the weekday PM peak hour (the highest hour between 4 PM and 6 PM).

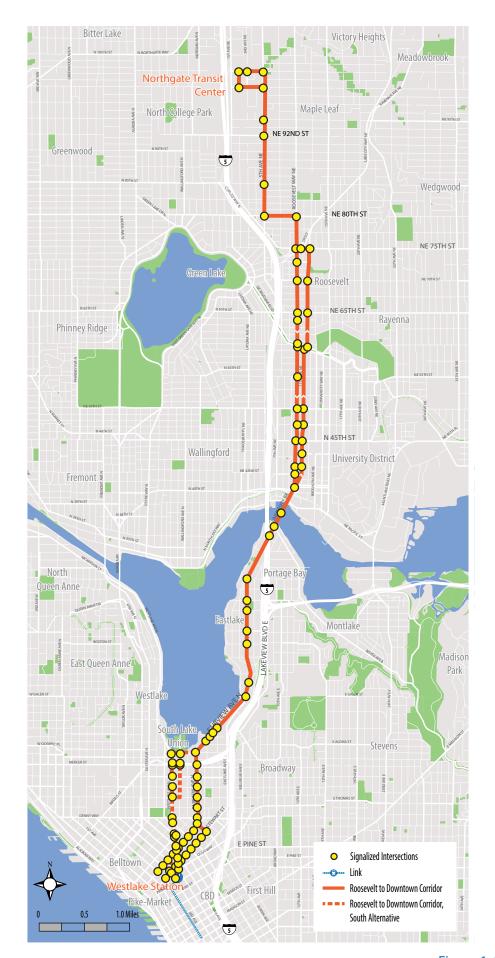




Figure 1. Study Intersections

Table 1 List of Study Intersections

	Chalabarantia	Note bloods and	1 - 1 - 12
#	Study Intersection	Neighborhood	Included?
1	Stewart Street/3rd Avenue		Yes
2	Stewart Street/4th Avenue/Olive Way		Yes
3	Stewart Street/5th Avenue		No
4	Stewart Street/Westlake Avenue		No
5	Stewart Street/6th Avenue	_	No
6	Stewart Street/7th Avenue		Yes
7	Stewart Street/8th Avenue	_	No
8	Stewart Street/9th Avenue		No
9	Stewart Street/Terry Avenue		No
10	Stewart Street/Boren Avenue	_	Yes
11	Virginia Street/3rd Avenue		Yes
12	Virginia Street/4th Avenue		No
13	Virginia Street/5th Avenue	Downtown	Yes
14	Virginia Street/6th Avenue	Downtown	No
15	Virginia Street/Westlake Avenue		No
16	Virginia Street/7th Avenue		No
17	Virginia Street/8th Avenue		No
18	Virginia Street/9th Avenue		No
19	Virginia Street/Terry Avenue		No
20	Virginia Street/Boren Avenue/Fairview Avenue		Yes
21	Olive Way/5th Avenue		No
22	Westlake Avenue/6th Avenue		No
23	Westlake Avenue/7th Avenue		No
24	Westlake Avenue/8th Avenue/Lenora Street		Yes
25	Westlake Avenue/9th Avenue/Blanchard Street		No
26	Westlake Avenue/Denny Way		Yes
27	Westlake Avenue/Thomas Street		Yes
28	Westlake Avenue/Harrison Street		Yes
29	Westlake Avenue/Republican Street		Yes
30	Westlake Avenue/Mercer Street	South Lake Union	Yes
31	Westlake Avenue/Valley Street		Yes
32	Terry Avenue/Mercer Street		Yes
33	Terry Avenue/Valley Street		Yes
34	Fairview Avenue/Denny Way	Downtown	Yes
35	Fairview Avenue/John Street		Yes
36	Fairview Avenue/Thomas Street		Yes
37	Fairview Avenue/Harrison Street	South Lake Union	Yes
38	Fairview Avenue/Republican Street	South Lake Union	Yes
39	Fairview Avenue/Mercer Street		Yes
40	Fairview Avenue/Valley Street		Yes
41	Fairview Avenue/Aloha Street		Yes
42	Fairview Avenue/Ward Street		No
43	Fairview Avenue/Streetcar Signal (north of Ward)		No
44	Fairview Avenue/Yale Avenue	Eastlake	No
45	Fairview Avenue/Eastlake Avenue/Galer Street		Yes
46	Eastlake Avenue/Garfield Street		Yes
47	Eastlake Avenue/Boston Street		Yes

#	Study Intersection	Neighborhood	Included?
48	Eastlake Avenue/Lynn Street		Yes
49	Eastlake Avenue/Louisa Street		Yes
50	Eastlake Avenue/Roanoke Street		Yes
51	Eastlake Avenue/Hamlin Street		Yes
52	Eastlake Avenue/Harvard Avenue		Yes
53	Eastlake Avenue/Fuhrman Avenue		Yes
54	Eastlake Avenue/University Bridge Drawspan		No
55	Roosevelt Way/Eastlake Avenue/Campus Parkway		Yes
56	Roosevelt Way/42nd Street (South)		Yes
57	Roosevelt Way/42nd Street (North)		Yes
58	11th Avenue/42nd Street		Yes
59	11th Avenue/43rd Street		Yes
60	Roosevelt Way/45th Street		Yes
61	11th Avenue/45th Street		Yes
62	Roosevelt Way/47th Street		Yes
63	11th Avenue/47th Street		Yes
64	Roosevelt Way/50th Street	University District/Reasovelt	Yes
65	11th Avenue/50th Street	University District/Roosevelt	Yes
66	Roosevelt Way/55th Street (unsignalized)		Yes
67	11th Avenue/Ravenna Boulevard		Yes
68	Roosevelt Way/Ravenna Boulevard		Yes
69	Roosevelt Way/64th Street		Yes
70	Roosevelt Way/65th Street		Yes
71	12th Avenue/65th Street		Yes
72	Roosevelt Way/70th Street		Yes
73	12th Avenue/70th Street		Yes
74	Roosevelt Way/73rd Street		Yes
75	Roosevelt Way/75th Street/Lake City Way		Yes
76	12th Avenue/75th Street		Yes
77	Roosevelt Way/80th Street		Yes
78	5th Avenue/80th Street		Yes
79	5th Avenue/85th Street		No
80	5th Avenue/92nd Street	Northgate/Maple Leaf	Yes
81	5th Avenue/95th Street	Not trigate/iviaple Leaf	No
82	5th Avenue/100th Street		Yes
83	2nd Avenue/100th Street		Yes
84	2nd Avenue/103rd Street		Yes
85	3rd Avenue/103rd Street		Yes
86	5th Avenue/103rd Street		Yes

Traffic Analysis Methodology

Traffic analysis was performed based on the Highway Capacity Manual (HCM) 2010 methodology. According to this methodology, the operating characteristics of signalized intersections are described by the concept of level of service (LOS), which is a qualitative description of the performance of an intersection based on the control delay or the average delay per vehicle. Intersection levels of service range from LOS A, which indicates free flow or excellent conditions with short delays, to LOS F, which indicates congested or

overloaded conditions with extremely long delays. LOS criteria for signalized intersections per HCM 2010 methodology are exhibited in **Table 2**.

Table 2 Level of Service Criteria for Signalized Intersections

Level of Service	Control Delay (seconds/vehicle)
А	≤ 10.0
В	> 10.0 and ≤ 20.0
С	> 20.0 and ≤ 35.0
D	> 35.0 and ≤ 55.0
E	> 55.0 and ≤ 80.0
F	> 80.0

Source: Highway Capacity Manual 2010, Transportation Research Board

For study intersections where HCM 2010 methodology could not be applied due to the limitations of the methodology, HCM 2000 methodology was instead used to determine delay and LOS characteristics. The HCM 2010 methodology has been known to have issues reporting traffic operations results when there are intersection configurations such as non-standard NEMA signal phasings, more than 4 approach legs, and shared lane movements, among others. Intersections that were analyzed using HCM 2000 due to these types of limitations are denoted with an asterisk in **Table 6 Study Intersection Operations – Existing Conditions**.

Traffic Analysis Software Parameters and Assumptions

The Synchro traffic analysis software (version 9) was used to evaluate the study intersections. Previous studies from SDOT with existing Synchro models were utilized in tandem with updated traffic counts and other detailed intersection characteristics previously not included in the SDOT Synchro information. The following parameters and assumptions were used for the Synchro models:

- Percent heavy vehicles A percentage estimate of heavy vehicles per neighborhood was applied based on recent traffic counts.
- Peak hour factor (PHF) values Calculated from available traffic counts per intersection, otherwise a value of 0.92 was used.
- Hourly conflicting pedestrians Data was available at 59 intersections. Where no data was available,
 200 pedestrians in downtown Seattle and 50 pedestrians in other areas were assumed to cross per crosswalk.
- Hourly conflicting bicyclists per hour Data was available at 59 intersections. Where no data was available, 20 bicyclists per available approach were assumed to use the analyzed intersection.
- Hourly parking maneuvers 8 maneuvers/16 maneuvers for one-way/two-way streets in downtown
 Seattle and 5 maneuvers/ 10 maneuvers for other parts of the study area where on-street parking is permitted during peak hours.
- Signal timings Basic optimization of splits and offsets was done for signal timing plans already available in the existing Synchro models. With agreement from SDOT, this is considered acceptable for typical intersections. At the complicated intersections below, the latest signal timing plans were obtained from SDOT and used in the LOS analysis:
 - Intersection #3 Stewart Street/5th Avenue
 - Intersection #4 Stewart Street/Westlake Avenue

- o Intersection #15 Virginia Street/Westlake Avenue
- Intersection #16 Virginia Street/7th Avenue
- o Intersection #20 Virginia Street/Boren Avenue/Fairview Avenue
- o Intersection #34 Fairview Avenue/Denny Way
- o Intersection #39 Fairview Avenue/Mercer Street

Data Collection

Traffic data at the study intersections were obtained from the following sources:

- CDM Smith Turning movement counts were collected by CDM Smith in January, February, and June
 of 2015.
- Seattle Department of Transportation (SDOT) Traffic counts collected by SDOT between 2009 and 2013.
- SDOT Synchro models Traffic volumes available in the Synchro models provided by SDOT. The exact date of these volumes is not available, but they are generally older than 2008.
- Fairview Bridge Replacement Study report Traffic counts collected in 2014 for a study that includes part of the RDHCT Corridor were used in a portion of the study area.

Table 3 provides information about the year of latest counts available at each study intersection and their source, while the intersection turning movement counts are included in **Appendix E1**.

Table 3 List of Study Intersections

#	Study Intersection	Year of Latest Counts Available	Source
1	Stewart Street/3rd Avenue	2015	Roosevelt to Downtown Study
2	Stewart Street/4th Avenue/Olive Way	2015	Roosevelt to Downtown Study
3	Stewart Street/5th Avenue	2009	SDOT
4	Stewart Street/Westlake Avenue	2010	SDOT
5	Stewart Street/6th Avenue	2010	SDOT
6	Stewart Street/7th Avenue	2015	Roosevelt to Downtown Study
7	Stewart Street/8th Avenue	Before 2008	SDOT Synchro Model
8	Stewart Street/9th Avenue	Before 2008	SDOT Synchro Model
9	Stewart Street/Terry Avenue	Before 2008	SDOT Synchro Model
10	Stewart Street/Boren Avenue	2015	Roosevelt to Downtown Study
11	Virginia Street/3rd Avenue	2013	SDOT
12	Virginia Street/4th Avenue	Before 2008	SDOT Synchro Model
13	Virginia Street/5th Avenue	2015	Roosevelt to Downtown Study
14	Virginia Street/6th Avenue	2010	SDOT
15	Virginia Street/Westlake Avenue	2009	SDOT
16	Virginia Street/7th Avenue	2009	SDOT
17	Virginia Street/8th Avenue	2010	SDOT
18	Virginia Street/9th Avenue	Before 2008	SDOT Synchro Model
19	Virginia Street/Terry Avenue	Before 2008	SDOT Synchro Model
20	Virginia Street/Boren Avenue/Fairview Avenue	2015	Roosevelt to Downtown Study
21	Olive Way/5th Avenue	2009	SDOT
22	Westlake Avenue/6th Avenue	2010	SDOT
23	Westlake Avenue/7th Avenue	2009	SDOT

#	Study Intersection	Year of Latest Counts Available	Source
24	Westlake Avenue/8th Avenue/Lenora Street	2015	Roosevelt to Downtown Study
25	Westlake Avenue/9th Avenue/Blanchard Street	Before 2008	SDOT Synchro Model
26	Westlake Avenue/Denny Way	2015	Roosevelt to Downtown Study
27	Westlake Avenue/Thomas Street	2015	Roosevelt to Downtown Study
28	Westlake Avenue/Harrison Street	2015	Roosevelt to Downtown Study
29	Westlake Avenue/Republican Street	2015	Roosevelt to Downtown Study
30	Westlake Avenue/Mercer Street	2015	Roosevelt to Downtown Study
31	Westlake Avenue/Valley Street	2015	Roosevelt to Downtown Study
32	Terry Avenue/Mercer Street	2015	Roosevelt to Downtown Study
33	Terry Avenue/Valley Street	2015	Roosevelt to Downtown Study
34	Fairview Avenue/Denny Way	2015	Roosevelt to Downtown Study
35	Fairview Avenue/John Street	2015	Roosevelt to Downtown Study
36	Fairview Avenue/Thomas Street	2015	Roosevelt to Downtown Study
37	Fairview Avenue/Harrison Street	2015	Roosevelt to Downtown Study
38	Fairview Avenue/Republican Street	2015	Roosevelt to Downtown Study
39	Fairview Avenue/Mercer Street	2015	Roosevelt to Downtown Study
40	Fairview Avenue/Valley Street	2015	Roosevelt to Downtown Study
41	Fairview Avenue/Aloha Street	2015	Roosevelt to Downtown Study
42	Fairview Avenue/Ward Street	Unavailable	-
43	Fairview Avenue/Streetcar Signal (north of Ward Street)	Unavailable	-
44	Fairview Avenue/Yale Avenue	Unavailable	-
45	Fairview Avenue/Eastlake Avenue/Galer Street	2011	SDOT
46	Eastlake Avenue/Garfield Street	2014	Fairview Bridge Replacement Study
47	Eastlake Avenue/Boston Street	2015	Roosevelt to Downtown Study
48	Eastlake Avenue/Lynn Street	2011	SDOT
49	Eastlake Avenue/Louisa Street	2015	Roosevelt to Downtown Study
50	Eastlake Avenue/Roanoke Street	2011	SDOT
51	Eastlake Avenue/Hamlin Street	2015	Roosevelt to Downtown Study
52	Eastlake Avenue/Harvard Avenue	2015	Roosevelt to Downtown Study
53	Eastlake Avenue/Fuhrman Avenue	2015	Roosevelt to Downtown Study
54	Eastlake Avenue/University Bridge Drawspan	Unavailable	-
55	Roosevelt Way/Eastlake Avenue/Campus Parkway	2015	Roosevelt to Downtown Study
56	Roosevelt Way/42nd Street (South)	2015	Roosevelt to Downtown Study
57	Roosevelt Way/42nd Street (North)	2015	Roosevelt to Downtown Study
58	11th Avenue/42nd Street	2010	SDOT
59	11th Avenue/43rd Street	2015	Roosevelt to Downtown Study
60	Roosevelt Way/45th Street	2015	Roosevelt to Downtown Study
61	11th Avenue/45th Street	2015	Roosevelt to Downtown Study
62	Roosevelt Way/47th Street	2010	SDOT
63	11th Avenue/47th Street	2010	SDOT
64	Roosevelt Way/50th Street	2015	Roosevelt to Downtown Study
65	11th Avenue/50th Street	2015	Roosevelt to Downtown Study
66	Roosevelt Way/55th Street	2015	Roosevelt to Downtown Study
67	11th Avenue/Ravenna Boulevard	2015	Roosevelt to Downtown Study
68	Roosevelt Way/Ravenna Boulevard	2010	SDOT
69	Roosevelt Way/64th Street	2010	SDOT
70	Roosevelt Way/65th Street	2011	SDOT
71	12th Avenue/65th Street	2011	SDOT

#	Study Intersection	Year of Latest Counts Available	Source
72	Roosevelt Way/70th Street	2015	Roosevelt to Downtown Study
73	12th Avenue/70th Street	2015	Roosevelt to Downtown Study
74	Roosevelt Way/73rd Street	2009	SDOT
75	Roosevelt Way/75th Street/Lake City Way	2015	Roosevelt to Downtown Study
76	12th Avenue/75th Street	2013	SDOT
77	Roosevelt Way/80th Street	2015	Roosevelt to Downtown Study
78	5th Avenue/80th Street	2010	SDOT
79	5th Avenue/85th Street	Unavailable	-
80	5th Avenue/92nd Street	2015	Roosevelt to Downtown Study
81	5th Avenue/95th Street	Unavailable	-
82	5th Avenue/100th Street	2015	Roosevelt to Downtown Study
83	2nd Avenue/100th Street	2015	Roosevelt to Downtown Study
84	2nd Avenue/103rd Street	2015	Roosevelt to Downtown Study
85	3rd Avenue/103rd Street	2015	Roosevelt to Downtown Study
86	5th Avenue/103rd Street	2015	Roosevelt to Downtown Study

Existing Traffic Volumes

Existing traffic operations at the study intersections were evaluated under year 2015 conditions. As shown in **Table 3**, the latest traffic data available at the study intersections ranged from years 2010 to 2015 (older counts in downtown Seattle were excluded from the analysis). At the study intersections where traffic volumes older than 2015 were used, the volumes were extrapolated into 2015 volumes using the following growth factors:

- Downtown Seattle At locations where traffic counts were available from year 2013, an annual growth factor of 0.25 percent was applied. Intersections with counts older than year 2013 was omitted from this analysis.
- South Lake Union An annual growth rate of 1 percent was applied for intersection counts from years 2010 to 2014 in this area.
- Eastlake, University, and Northgate neighborhoods An annual growth rate of 0.50 percent was applied for intersection counts from years 2010 to 2014 in this area.

Due to the recent installation of various roadway improvements in downtown Seattle to promote multimodal transportation, including protected bicycle lanes and time restricted transit only and parking lanes, it is possible that vehicular traffic counts in downtown have decreased within the last few years. As such, to avoid overestimation of traffic and delays at downtown-based study intersections under 2015 conditions, as mentioned above, traffic counts older than 2013 were not used for existing analysis. Currently, of the 29 intersections located within the downtown, only 12 locations have traffic counts newer than 2013. Hence, as previously mentioned, traffic analysis of 63 study intersections under existing conditions are reported in this document.

Study intersection volumes under 2015 AM and PM peak hour conditions are presented in Tables 4 and 5.

Table 4 Study Intersection Volumes – 2015 AM Peak Hour

,,		1	Northbour	nd		Southboun	d		Eastbour	nd	١	Nestbou i	nd	Nor	theastbo	ound	Nort	hwestb	ound	Sout	heastbo	ound	Sou	thwestb	ound
#	Study Intersection	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Stewart Street/3rd Avenue	-	-	-	-	-	-	-	-	-	-	-	-	0	6	1	13	96	12	7	110	61	26	430	95
2	Stewart Street/4th Avenue/Olive Way	-	-	-	-	-	-	-	-	-	-	-	-	1	48	0	101	897	228	-	-	-	0	462	140
6	Stewart Street/7th Avenue	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	287	44	143	610	0
10	Stewart Street/Boren Avenue	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	169	574	0	0	487	90	277	892	19
11	Virginia Street/3rd Avenue	-	-	-	-	-	-	-	-	-	-	-	-	32	309	63	0	116	28	30	161	0	-	-	-
13	Virginia Street/5th Avenue	-	-	-	-	-	-	-	-	-	-	-	-	0	451	104	-	-	-	96	549	0	-	-	-
20	Virginia Street/Boren Avenue/Fairview Avenue	0	138	0	130	186	6	-	-	-	-	-	-	-	-	-	1	2	411	0	314	49	-	-	-
24	Westlake Avenue/8th Avenue/Lenora Street*	12	183	0	0	188	105	-	-	-	-	-	-	-	-	-	120	106	169	5	0	29	-	-	-
26	Westlake Avenue/Denny Way	17	426	63	103	279	48	8	1097	24	0	974	112	-	-	-	-	-	-	-	-	-	-	-	-
27	Westlake Avenue/Thomas Street	17	475	52	69	360	29	33	97	25	17	56	13	-	-	-	-	-	-	-	-	-	-	-	-
28	Westlake Avenue/Harrison Street	2	468	46	33	426	16	44	149	20	26	6	12	-	-	-	-	-	-	-	-	-	-	-	-
29	Westlake Avenue/Republican Street	49	422	62	65	459	87	4	45	10	40	104	53	-	-	-	-	-	-	-	-	-	-	-	-
30	Westlake Avenue/Mercer Street	26	294	182	126	360	6	31	1390	10	231	959	184	-	-	-	-	-	-	-	-	-	-	-	-
31	Westlake Avenue/Valley Street	31	407	71	495	439	1	-	-	-	53	54	262	-	-	-	-	-	-	1	-	-	-	8	-
32	Terry Avenue/Mercer Street	0	30	69	74	0	9	0	1708	0	0	1497	34	-	8	-	-	-	-	1	-	-	-	-	-
33	Terry Avenue/Valley Street	38	0	12	4	20	3	0	413	60	14	328	0	-	-	-	-	-	-	-	-	-	-	-	-
34	Fairview Avenue/Denny Way	377	308	43	71	257	64	106	992	8	81	705	79	-	-	-	-	-	-	-	-	-	-	-	-
35	Fairview Avenue/John Street	46	364	76	53	289	23	27	39	47	37	46	32	-	-	-	-	-	-	-	-	-	-	-	
36	Fairview Avenue/Thomas Street	53	390	0	0	360	71	190	40	40	28	76	23	-	-	-	-	_	-	-	_	-	-	-	
37	Fairview Avenue/Harrison Street	68	301	53	28	389	112	30	68	40	14	85	24	-	-	-	-	-	-	-	-	-	-	-	
38	Fairview Avenue/Republican Street	53	320	12	102	526	220	6	31	17	9	78	179	-	-	-	-	-	-	-	-	-	-	-	
39	Fairview Avenue/Mercer Street	69	141	298	216	190	90	127	1688	234	-	-	_	-	-	-	-	-	-	-	-	-	577	1308	448
40	Fairview Avenue/Valley Street	181	535	0	0	335	168	235	0	139	-	_	=	-	-	-	-	-	-	-	8	-	-	-	
41	Fairview Avenue/Aloha Street	-	-	-	-	-	-	-	-	_	-	-	-	0	432	185	61	0	29	-	-	-	41	442	0
45	Fairview Avenue/Eastlake Avenue/Galer Street	5	114	6	1	466	379	-	-	-	-	-	-	311	0	86	-	-	-	-	-	-	-	-	
46	Eastlake Avenue/Garfield Street	11	378	22	15	815	11	4	3	5	31	3	13	-	-	-	-	-	-	-	-	-	-	-	
47	Eastlake Avenue/Boston Street	7	323	27	18	817	10	5	9	11	10	4	10	-	-	-	-	-	-	-	-	-	-	-	
48	Eastlake Avenue/Lynn Street	10	315	66	112	659	26	24	113	33	196	78	84	-	-	-	-	-	-	-	-	-	-	-	
49	Eastlake Avenue/Louisa Street	16	339	20	18	824	25	1	3	15	11	4	13	-	-	-	-	-	_	-	_	-	-	-	
50	Eastlake Avenue/Roanoke Street	9	337	5	7	714	23	37	5	30	150	23	59	-	-	-	-	-	-	-	-	-	-	-	
51	Eastlake Avenue/Hamlin Street	29	376	17	79	734	25	9	6	17	6	10	26	-	-	-	-	-	-	-	-	-	-	-	
52	Eastlake Avenue/Harvard Avenue	0	0	192	-	_	_	-		_	-		-	0	288	0	-	-	_	-	-	-	342	850	0
53	Eastlake Avenue/Fuhrman Avenue	11	486	14	375	1203	57	-	-	_	-	-	-	-	-	-	30	11	274	35	7	16	-	-	
55	Roosevelt Way/Eastlake Avenue/Campus Parkway	0	0	501	151	1001	0	-	_	_	-	_	-	-	-	-	-	-	_	-	-		-	-	
56	Roosevelt Way/42nd Street (South)	-	-	-	0	1104	124	0	0	134	-	_	-	-	-	-	-	-	-	-	-	-	-	-	
57	Roosevelt Way/42nd Street (North)	-	-	-	66	1125	0	-	-	-	78	0	0	-	-	-	-	-	-	-	-	-	-	-	
58	11th Avenue/42nd Street	18	346	38	-	_	-	28	38	0	0	44	33	-	-	-	-	-	-	-	-	-	-	-	
59	11th Avenue/43rd Street	23	333	38	-	-	-	26	14	0	0	46	32	-	-	-	-	-	-	-	-	-	-	-	
60	Roosevelt Way/45th Street	-	-	-	37	919	60	0	640	188	287	566	0	-	-	-	-	-	-	-	-	-	-	-	
61	11th Avenue/45th Street	61	196	128	-	_	-	1	711	1	0	781	38	-	-	-	-	-	-	-	-	-	-	-	
62	Roosevelt Way/47th Street	-	_	_	95	936	22	0	43	25	60	12	0	-	-	-	-	-	-	-	-	-	-	-	
63	11th Avenue/47th Street	18	215	33	-	_	-	24	110	0	0	55	29	-	-	-	-	-	-	-	-	-	-	_	
64	Roosevelt Way/50th Street	-	-	-	68	801	97	0	541	120	106	427	0	-	-	-	-	-	-	-	_	-	-	-	
65	11th Avenue/50th Street	71	154	26	-	-	-	51	564	0	0	483	12	-	-	-	-	-	-	-	-	-	-	-	
	Roosevelt Way/55th Street	-	-	-	13	913	16	0	19	24	18	7	0	-	_	_	_			-	_	_	_	-	-
66	NUUSEVEIL WAY/33LII SLIEEL	_																							

#	Church Intervention	N	Iorthboun	d		Southboun	d	I	Eastbour	nd	١	Vestbour	nd	Nor	theastbo	ound	Nor	thwestb	ound	Sout	heastbo	und	Sou	thwestbo	ound
#	Study Intersection	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
68	Roosevelt Way/Ravenna Boulevard	-	-	-	63	850	0	0	247	96	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
69	Roosevelt Way/64th Street	-	-	-	94	877	9	0	24	21	22	22	0	-	-	-	-	-	-	-	-	-	-	-	-
70	Roosevelt Way/65th Street	-	-	-	121	787	165	0	427	61	115	691	0	-	-	-	-	-	-	-	-	-	-	-	-
71	12th Avenue/65th Street	55	190	67	-	-	-	97	453	0	0	753	85	-	-	-	-	-	-	-	-	-	-	-	-
72	Roosevelt Way/70th Street	-	-	-	17	879	194	0	112	165	16	142	0		-	-	-	-	-	-	-	-	-	-	-
73	12th Avenue/70th Street	99	186	7	-	-	-	82	30	0	0	43	8	-	-	-	-	-	-	-	-	-	-	-	-
74	Roosevelt Way/73rd Street	-	-	-	20	1050	0	0	110	30	20	0	0		-	-	-	-	-	-	-	-	-	-	-
75	Roosevelt Way/75th Street/Lake City Way	-	-	-	84	375	127	6	438	189	2	687	157	-	-	-	-	-	-	-	-	-	-	-	-
76	12th Avenue/75th Street	128	71	128	-	-	-	16	607	0	0	873	1		-	-	-	-	-	-	-	-	-	-	-
77	Roosevelt Way/80th Street	16	126	16	39	503	36	14	219	38	45	242	92	-	-	-	-	-	-	-	-	-	-	-	-
78	5th Avenue/80th Street	9	121	28	45	307	42	53	361	18	41	240	34	-	-	-	-	-	-	-	-	-	-	-	-
80	5th Avenue/92nd Street	75	202	0	0	241	52	77	0	119	9	104	8		-	-	-	-	-	-	-	-	-	-	-
82	5th Avenue/100th Street	145	142	1	0	196	188	44	0	72	1	20	0	-	-	-	-	-	-	-	-	-	-	-	-
83	2nd Avenue/100th Street	-	-	-	21	0	18	9	290	0	0	118	18		-	-	-	-	-	-	-	-	-	-	-
84	2nd Avenue/103rd Street	5	0	15	-	-	-	0	181	8	22	183	0	-	-	-	-	-	-	-	-	-	-	-	-
85	3rd Avenue/103rd Street	33	8	16	4	11	4	21	90	77	34	170	31	-	-	-	-	-	-	-	-	-	-	-	-
86	5th Avenue/103rd Street	29	131	3	3	293	197	38	4	37	10	52	13	-	-	-	-	-	-	-	-	-	-	-	-

Table 5 Study Intersection Volumes – 2015 PM Peak Hour

	Charle Internación	1	Northbour	nd	:	Southbound	d		Eastbour	nd	١	Westbour	nd	Nor	theastbo	und	Nort	hwestb	ound	Sou	theastb	ound	Sou	ıthwestbo	ound
#	Study Intersection	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Stewart Street/3rd Avenue	-	-	-	-	-	-	-	-	-	-	-	-	0	61	2	1	199	16	7	184	72	44	329	25
2	Stewart Street/4th Avenue/Olive Way	-	-	-	-	-	-	-	-	-	-	-	-	0	70	0	29	1277	218	-	-	-	0	352	130
6	Stewart Street/7th Avenue	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	210	40	180	366	0
10	Stewart Street/Boren Avenue	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	378	0	0	827	46	158	471	35
11	Virginia Street/3rd Avenue	-	-	-	-	-	-	-	-	-	-	-	-	29	414	42	0	164	86	86	222	0	-	-	-
13	Virginia Street/5th Avenue	-	-	-	-	-	-	-	-	-	-	-	-	0	408	86	-	-	-	132	777	0	-	-	-
20	Virginia Street/Boren Avenue/Fairview Avenue	0	435	0	320	94	0	-	-	-	-	-	-	-	-	-	0	0	490	0	425	4	-	-	-
24	Westlake Avenue/8th Avenue/Lenora Street*	17	182	0	0	136	76	-	-	-	-	-	-	-	-	-	136	191	164	7	0	48	-	-	-
26	Westlake Avenue/Denny Way	56	373	89	131	189	45	0	909	27	0	709	97	-	-	-	-	-	-	-	-	-	-	-	-
27	Westlake Avenue/Thomas Street	20	364	52	29	345	14	29	118	54	31	149	89	-	-	-	-	-	-	-	-	-	-	-	-
28	Westlake Avenue/Harrison Street	6	428	43	40	260	24	40	159	48	54	108	48	-	-	-	-	-	-	-	-	-	-	-	-
29	Westlake Avenue/Republican Street	33	433	29	31	193	24	23	118	21	53	73	71	-	-	-	-	-	-	-	-	-	-	-	-
30	Westlake Avenue/Mercer Street	49	342	122	98	155	22	34	1051	10	98	1063	259	-	-	-	-	-	-	-	-	-	-	-	-
31	Westlake Avenue/Valley Street	22	518	75	378	206	1	0	2	2	26	153	381	-	-	-	-	-	-	-	-	-	-	8	-
32	Terry Avenue/Mercer Street	0	89	233	125	0	6	0	1271	0	0	1420	11	-	8	-	-	-	-	-	-	-	-	-	-
33	Terry Avenue/Valley Street	57	1	32	1	6	11	7	292	81	17	492	4	-	-	-	-	-	-	-	-	-	-	-	-
34	Fairview Avenue/Denny Way	314	455	156	98	347	64	98	740	3	64	516	68	-	-	-	-	-	-	-	-	-	-	-	-
35	Fairview Avenue/John Street	23	512	84	52	387	14	52	26	56	57	32	63	-	-	-	-	-	-	-	-	-	-	-	-
36	Fairview Avenue/Thomas Street	23	561	20	19	299	28	108	107	80	33	94	81	-	-	-	-	-	-	-	-	-	-	-	-
37	Fairview Avenue/Harrison Street	18	695	17	28	241	49	150	61	32	12	52	109	-	-	-	-	-	-	-	-	-	-	-	-
38	Fairview Avenue/Republican Street	14	893	11	96	267	67	52	59	29	4	28	191	-	-	-	-	-	-	-	-	-	-	-	-
39	Fairview Avenue/Mercer Street	63	156	917	282	95	59	22	1806	53	-	-	-	-	-	-	-	-	-	-	-	-	268	1120	315
40	Fairview Avenue/Valley Street	249	226	0	0	244	226	191	0	167				-	-	-	-	-	-	-	8	-	-	-	-
41	Fairview Avenue/Aloha Street	-	-	-	-	-	-	-	-	-	-	-	-	0	357	55	123	0	87	-	-	-	25	359	0
45	Fairview Avenue/Eastlake Avenue/Galer Street	0	269	7	6	381	423	-	-	-	-	-	-	439	0	52	-	-	-	-	-	-	-	-	-
46	Eastlake Avenue/Garfield Street	23	705	15	20	660	3	44	0	18	36	1	26	-	-	-	-	-	-	-	-	-	-		-
47	Eastlake Avenue/Boston Street	20	623	87	72	565	27	10	12	19	2	1	4	-	-	-	-	-	-	-	-	-	-	-	-
48	Eastlake Avenue/Lynn Street	24	523	147	115	485	26	42	134	33	86	79	67	-	-	-	-	-	-	-	-	-	-	-	-
49	Eastlake Avenue/Louisa Street	7	646	22	19	605	17	14	2	11	8	0	21	-	-	-	-	-	-	-	-	-	-	-	-
50	Eastlake Avenue/Roanoke Street	6	682	20	10	503	38	50	9	21	120	32	99	-	-	-	-	-	-	-	-	-	-	-	-
51	Eastlake Avenue/Hamlin Street	26	746	39	113	560	17	13	41	28	1	1	14	-	-	-	-	-	-	-	-	-	-		-
52	Eastlake Avenue/Harvard Avenue	0	0	251	-	-	-	-	-	-	-	-	-	0	723	0	-	-	-	-	-	-	407	645	0
53	Eastlake Avenue/Fuhrman Avenue	8	914	28	369	1020	60	-	-	-	-	-	-	-	-	-	25	22	305	99	52	12	0	0	0
55	Roosevelt Way/Eastlake Avenue/Campus Parkway	0	0	1086	272	876	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
56	Roosevelt Way/42nd Street (South)	-	-	-	0	1071	84	0	0	319	-	-	-	-	-	-	-	-	-		-	-	-	-	
57	Roosevelt Way/42nd Street (North)	-	-	-	79	1080	0	-	-	-	88	0	0	-	-	-	-	-	-	-	-	-	-	-	-
58	11th Avenue/42nd Street	29	919	74	-	-	-	62	47	0	0	68	51	-	-	-	-	-	-	-	-	-	-	-	
59	11th Avenue/43rd Street	19	1007	22	-	-	-	24	15	0	0	52	25	-	-	-	-	-	-	-	-	-	-	-	
60	Roosevelt Way/45th Street	-	-	-	61	709	181	0	686	204	191	793	0	-	-	-	-	-	-	-	-	-	-	-	
61	11th Avenue/45th Street	236	801	114	-	-	-	0	759	0	0	736	35	-	-	-	-	-	-	-	-	-	-	-	
62	Roosevelt Way/47th Street	-	-	-	57	712	29	0	89	54	153	62	0	-	-	-	-	-	-	-	-	-	-	-	-
63	11th Avenue/47th Street	70	786	79	-	-	-	52	92	0	0	127	113	-	-	-	-	-	-	-	-	-	-		-
64	Roosevelt Way/50th Street	-	-	-	81	606	95	0	646	72	80	783	0	-	-	-	-	-	-	-	-	-	-	-	-
65	11th Avenue/50th Street	186	684	46	-	-	-	151	588	0	0	691	48	-	-	-	-	-	-	-	-	-	-	-	
66	Roosevelt Way/55th Street	-	-	-	17	715	20	0	50	22	32	15	0	-	-	-	-	-	-	-	-	-	-	-	
67	11th Avenue/Ravenna Boulevard	0	0	830	-	-	-	31	265	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

#	Church Intervention	N	Iorthboun	d	S	outhboun	d		Eastboun	nd	V	Vestbour	nd	Nor	theastbo	ound	Nor	thwestb	ound	Sou	theastbo	und	Sou	ıthwestbo	ound
#	Study Intersection	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
68	Roosevelt Way/Ravenna Boulevard	-	-	-	77	688	0	0	220	104	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
69	Roosevelt Way/64th Street	1	-	-	193	710	17	0	49	18	65	66	0	-	-	-	-	-	-	-	-	-	1	-	-
70	Roosevelt Way/65th Street	1	-	-	146	671	143	0	504	137	141	503	0	-	-	-	-	-	-	-	-	-	1	-	-
71	12th Avenue/65th Street	77	698	163	1	-	-	129	591	0	0	697	121		-	-	-	-	-	-	-	-	1	-	-
72	Roosevelt Way/70th Street	1	-	-	9	710	170	0	254	185	11	112	0	-	-	-	-	-	-	-	-	-	1	-	-
73	12th Avenue/70th Street	96	828	10	1	-	-	209	64	0	0	18	8		-	-	-	-	-	-	-	-	1	-	-
74	Roosevelt Way/73rd Street	-	-	-	14	808	0	0	268	26	20	0	0	-	-	-	-	-	-	-	-	-	1	-	-
75	Roosevelt Way/75th Street/Lake City Way	-	-	-	99	327	80	15	472	121	0	731	375	-	-	-	-	-	-	-	-	-	-	-	-
76	12th Avenue/75th Street	469	291	388	-	-	=	24	604	0	0	796	11	-	-	-	-	-	-	-	-	-	-	-	-
77	Roosevelt Way/80th Street	40	300	40	45	364	28	96	392	71	15	229	128	=-	-	-	-	-	-	-	-	-	1	-	-
78	5th Avenue/80th Street	11	385	58	113	382	36	92	454	14	33	244	71	-	-	-	-	-	-	-	-	-	1	-	-
80	5th Avenue/92nd Street	66	299	0	0	426	121	139	0	144	4	129	13	-	-	-	-	-	-	-	-	-	1	-	-
82	5th Avenue/100th Street	81	323	1	5	331	71	182	0	234	4	9	8	-	-	-	-	-	-	-	-	-	-	-	-
83	2nd Avenue/100th Street	ı	-	-	19	0	3	25	187	0	0	290	19	=-	-	-	-	-	-	-	-	-	1	-	-
84	2nd Avenue/103rd Street	10	0	23	-	-	-	0	421	5	13	309	0	-	-	-	-	-		-	-	-	-	-	-
85	3rd Avenue/103rd Street	114	57	138	104	38	63	62	273	95	50	125	68	-	-	-	-	-	-	-	-	-	-	-	-
86	5th Avenue/103rd Street	92	399	5	2	272	150	345	19	126	17	32	7	-	-	-	-	-	-	-	-	-	-	-	-

Existing Intersection Operations

Using the methodology discussed earlier, traffic operations at the study intersections were analyzed under existing AM and PM peak hours and the results are summarized in **Table 6**, based on average intersection delay. The study intersection LOS values are also shown in **Figure 2** (AM Peak) and **Figure 3** (PM Peak).

Table 6 Study Intersection Operations – Existing Conditions

		AM Peak I	lour	PM Peak H	lour
#	Study Intersection	Delay (sec)	LOS	Delay (sec)	LOS
1	Stewart Street/3rd Avenue*	7.6	А	9.4	А
2	Stewart Street/4th Avenue/Olive Way*	11.4	В	15.9	В
6	Stewart Street/7th Avenue*	9.4	Α	7.9	А
10	Stewart Street/Boren Avenue*	37.3	D	25.8	С
11	Virginia Street/3rd Avenue*	13.1	В	12.7	В
13	Virginia Street/5th Avenue*	16.7	В	12.3	В
20	Virginia Street/Boren Avenue/Fairview Avenue*	22.9	С	30.0	С
24	Westlake Avenue/8th Avenue/Lenora Street*	27.5	С	19.5	В
26	Westlake Avenue/Denny Way	27.4	С	26.3	С
27	Westlake Avenue/Thomas Street	9.1	Α	13.3	В
28	Westlake Avenue/Harrison Street	12.1	В	11.4	В
29	Westlake Avenue/Republican Street*	13.2	В	14.7	В
30	Westlake Avenue/Mercer Street	56.2	Е	51.4	D
31	Westlake Avenue/Valley Street*	79.1	Е	138.6	F
32	Terry Avenue/Mercer Street*	11.3	В	34.1	С
33	Terry Avenue/Valley Street*	25.0	С	29.1	С
34	Fairview Avenue/Denny Way	43.0	D	41.2	D
35	Fairview Avenue/John Street*	13.0	В	12.4	В
36	Fairview Avenue/Thomas Street	16.9	В	13.2	В
37	Fairview Avenue/Harrison Street	7.9	Α	33.1	С
38	Fairview Avenue/Republican Street	21.9	С	25.2	С
39	Fairview Avenue/Mercer Street*	123.9	F	69.3	Е
40	Fairview Avenue/Valley Street*	85.8	F	57.2	Е
41	Fairview Avenue/Aloha Street*	4.2	Α	10.3	В
45	Fairview Avenue/Eastlake Avenue/Galer Street*	11.6	В	13.0	В
46	Eastlake Avenue/Garfield Street*	2.5	Α	3.9	Α
47	Eastlake Avenue/Boston Street*	0.3	Α	1.1	Α
48	Eastlake Avenue/Lynn Street*	14.4	В	11.2	В
49	Eastlake Avenue/Louisa Street*	0.3	Α	2.3	Α
50	Eastlake Avenue/Roanoke Street*	13.4	В	18.9	В
51	Eastlake Avenue/Hamlin Street*	4.3	Α	6.0	Α
52	Eastlake Avenue/Harvard Avenue*	8.0	Α	9.3	Α
53	Eastlake Avenue/Fuhrman Avenue*	11.1	В	71.6	Е
55	Roosevelt Way/Eastlake Avenue/Campus Parkway*	0.8	Α	2.0	Α
56	Roosevelt Way/42nd Street (South)*	6.1	Α	16.9	В
57	Roosevelt Way/42nd Street (North)	1.3	Α	1.3	Α
58	11th Avenue/42nd Street*	10.8	В	9.0	Α
59	11th Avenue/43rd Street*	10.6	В	9.7	Α
60	Roosevelt Way/45th Street*	67.8	Е	23.7	С

	Charles Laboure at the	AM Peak H	lour	PM Peak F	lour
#	Study Intersection	Delay (sec)	LOS	Delay (sec)	LOS
61	11th Avenue/45th Street*	8.1	Α	34.5	С
62	Roosevelt Way/47th Street*	6.7	Α	9.4	Α
63	11th Avenue/47th Street*	17.5	В	11.1	В
64	Roosevelt Way/50th Street	33.6	С	22.1	С
65	11th Avenue/50th Street	15.9	В	52.4	D
66	Roosevelt Way/55th Street	13.9 (EB)	В	12.8 (EB)	В
67	11th Avenue/Ravenna Boulevard*	16.5	В	18.9	В
68	Roosevelt Way/Ravenna Boulevard*	8.7	В	9.7	Α
69	Roosevelt Way/64th Street*	6.5	Α	9.0	Α
70	Roosevelt Way/65th Street	79.5	E	59.4	Е
71	12th Avenue/65th Street	30.8	С	57.1	Е
72	Roosevelt Way/70th Street*	12.9	В	14.4	В
73	12th Avenue/70th Street*	10.3	В	15.6	В
74	Roosevelt Way/73rd Street	10.1	В	20.0	С
75	Roosevelt Way/75th Street/Lake City Way*	9.9	Α	10.8	В
76	12th Avenue/75th Street*	7.9	Α	18.8	В
77	Roosevelt Way/80th Street*	36.4	D	53.8	D
78	5th Avenue/80th Street	18.3	В	25.8	С
80	5th Avenue/92nd Street	20.1	С	10.0	В
82	5th Avenue/100th Street*	7.8	Α	11.1	В
83	2nd Avenue/100th Street*	4.9	Α	3.1	А
84	2nd Avenue/103rd Street*	2.7	Α	3.4	Α
85	3rd Avenue/103rd Street*	3.9	Α	9.8	А
86	5th Avenue/103rd Street*	11.3	В	21.0	С

Notes: EB – Eastbound; Intersections denoted with an asterisk (*) were analyzed under HCM 2000 methodology.

Delay presented in seconds per vehicle; for unsignalized intersections delay and LOS is presented for the worst approach, annotated in parentheses ().

Bold indicates intersection that operates at an unacceptable LOS E or F.

Under existing conditions, a total of eight study intersections along the corridor operate at LOS E or F. These include six intersections during the weekday AM peak hour and six intersections during the PM peak hour. They are listed as follows:

- Intersection #30: Westlake Avenue/Mercer Street (LOS E AM Peak Hour)
- Intersection #31: Westlake Avenue/Valley Street (LOS E AM Peak Hour, LOS F PM Peak Hour)
- Intersection #39: Fairview Avenue/Mercer Street (LOS F AM Peak Hour, LOS E PM Peak Hour)
- Intersection #40: Fairview Avenue/Valley Street (LOS F AM Peak Hour, LOS E PM Peak Hour)
- Intersection #53: Eastlake Avenue/Fuhrman Avenue (LOS E PM Peak Hour)
- Intersection #60: Roosevelt Way/45th Street (LOS E AM Peak Hour)
- Intersection #70: Roosevelt Way/65th Street (LOS E AM Peak Hour, LOS E PM Peak Hour)
- Intersection #71: 12th Avenue/65th Street (LOS E PM Peak Hour)

Synchro output sheets are included in **Appendix E2**.

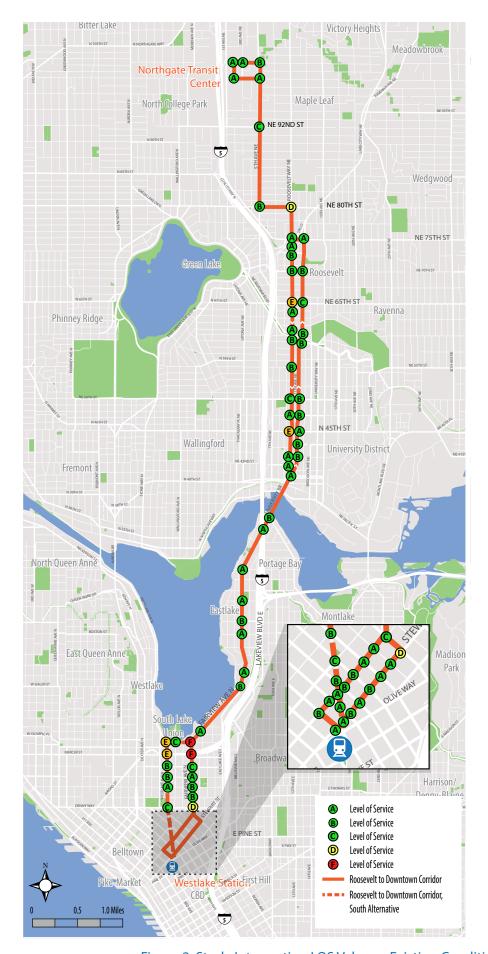




Figure 2. Study Intersection LOS Values – Existing Conditions – AM Peak Hour

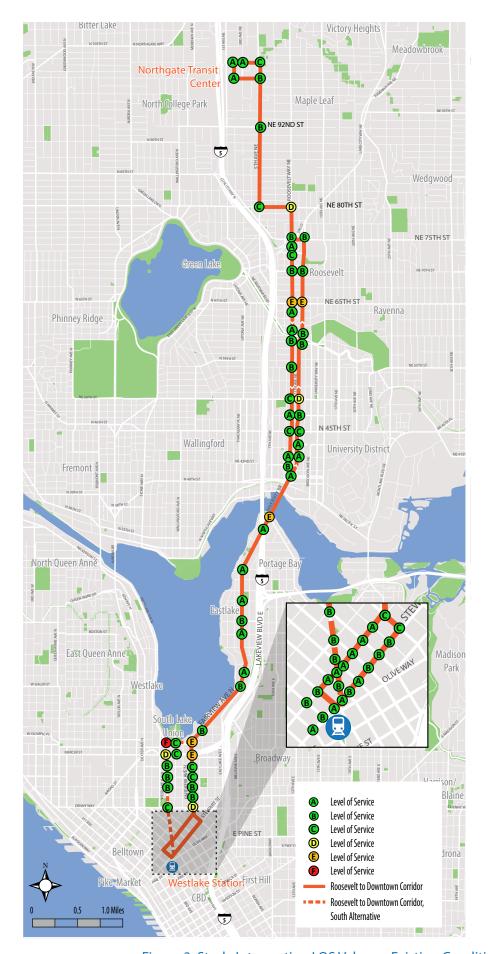


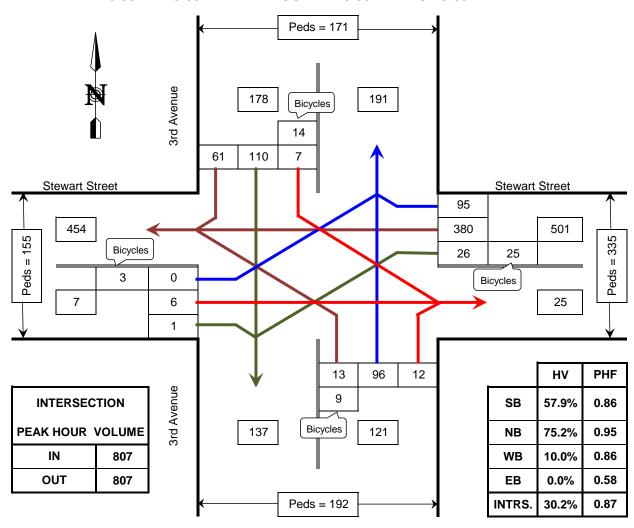


Figure 3. Study Intersection LOS Values – Existing Conditions – PM Peak Hour

APPENDIX E1 STUDY INTERSECTION COUNTS



8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



PHF = Peak Hour Factor HV = Heavy Vehicles

Stewart Street @ 3rd Avenue

Seattle, WA

COUNTED BY: SN/PB DATE OF COUNT: Tue. 1/20/15

REDUCED BY: CN TIME OF COUNT: 8:00 AM - 9:00 AM

REDUCTION DATE: Wed. 1/21/15 WEATHER: Sunny



 LOCATION:
 Stewart Street @ 3rd Avenue
 DATE OF COUNT:
 Tue. 1/20/15
 COUNTED BY:
 SN/PB

 Seattle, WA
 TIME OF COUNT:
 8:00 AM - 9:00 AM
 WEATHER:
 Sunny

TIME INTERVAL ENDING		ı	FROM NO		N				FROM SO		N				FROM E		Ì				FROM W				INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	33	23	5	0	27	12	52	23	2	1	25	3	78	17	1	8	77	21	31	0	0	0	3	0	177
08:30 AM	56	22	3	2	24	13	46	21	5	6	17	6	92	12	5	3	104	28	29	0	1	0	1	1	205
08:45 AM	35	28	1	2	29	21	54	29	1	2	28	1	69	10	7	7	114	25	43	0	0	0	2	0	231
09:00 AM	47	30	5	3	30	15	40	18	1	4	26	2	96	11	12	8	85	21	52	0	2	0	0	0	194
PEAK HOUR TOTALS	171	103	14	7	110	61	192	91	9	13	96	12	335	50	25	26	380	95	155	0	INTERSECTION				
ALL MOVEMENTS				178						121						501						7			807
% HV				57.9%						75.2%						10.0%							30.2%		
PEAK HOUR FACTOR				0.86						0.95						0.86							0.87		

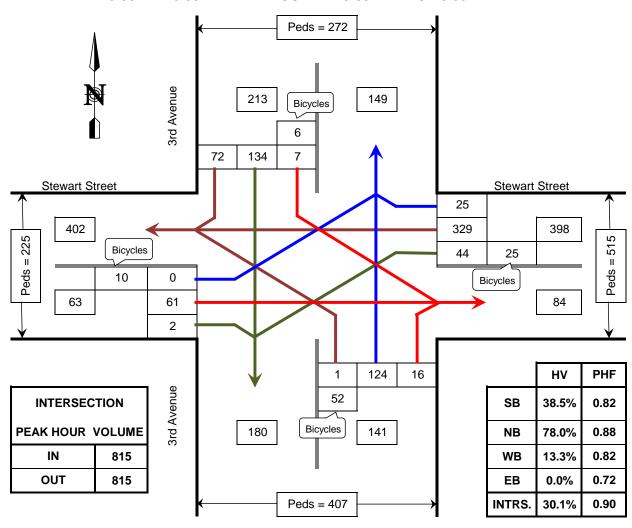
PHF = Peak Hour Factor 8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM

 REDUCED BY:
 CN
 DATE OF REDUCTION:
 1/21/2015

			FROM NO	ORTH O	N				FROM SC	о нти	N				FROM E	AST ON	ı				FROM W	EST O	N		
			3rd Av	enue/					3rd Av	enue/					Stewar	t Street					Stewart	Street			INTERVAL TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	171	103	14	7	110	61	192	91	9	13	96	12	335	50	25	26	380	95	155	0	3	0	6	1	807



5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



PHF = Peak Hour Factor HV = Heavy Vehicles

Stewart Street @ 3rd Avenue

Seattle, WA

COUNTED BY: SN/PB DATE OF COUNT: Tue. 1/20/15

REDUCED BY: CN TIME OF COUNT: 5:00 PM - 6:00 PM

REDUCTION DATE: Wed. 1/21/15 WEATHER: Sunny



LOCATION:	Stewart Street @ 3rd Avenue	DATE OF COUNT:	Tue. 1/20/15	COUNTED BY:	SN/PB
	Seattle, WA	TIME OF COUNT:	5:00 PM - 6:00 PM	WEATHER:	Sunny

TIME INTERVAL ENDING		ı	ROM NO		N			ı	FROM So	OUTH O	N				FROM E		N				FROM W				INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	74	25	5	3	35	17	108	32	4	0	32	5	150	18	10	10	66	4	64	0	0	0	9	0	181
05:30 PM	66	21	0	2	33	11	117	31	22	1	38	1	176	8	5	11	73	6	70	0	4	0	21	1	198
05:45 PM	78	20	1	1	36	28	89	30	20	0	35	4	89	16	4	17	80	9	61	0	3	0	17	0	227
06:00 PM	54	16	0	1	30	16	93	17	6	0	19	6	100	11	6	6	110	6	30	0	209				
PEAK HOUR TOTALS	272	82	6	7	134	72	407	110	52	1	124	16	515	53	25	44	329	25	225	0	10	2	INTERSECTION		
ALL MOVEMENTS			-	213						141						398					-	63			815
% HV				38.5%						78.0%						13.3%			_			0.0%		30.1%	
PEAK HOUR FACTOR				0.82						0.88						0.82						0.72		0.90	

PHF = Peak Hour Factor 5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM

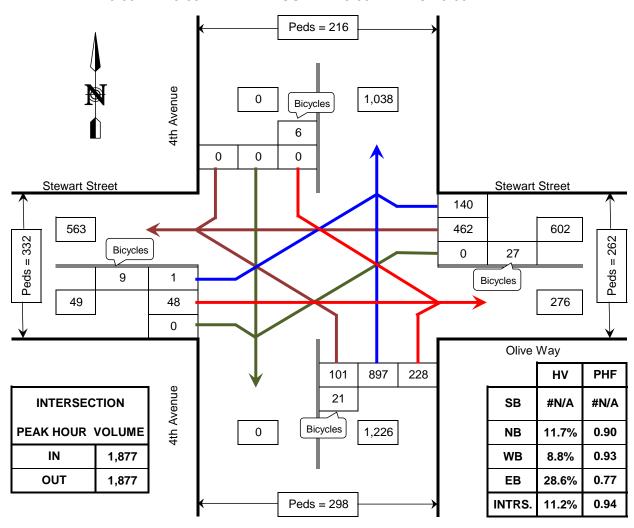
 REDUCED BY:
 CN

 DATE OF REDUCTION:
 1/21/2015

			FROM NO	RTH C	N			ı	FROM SC	онти	N				FROM E	AST ON	1				FROM W	EST O	N		
			3rd Av	enue					3rd Av	enue/					Stewart	Street					Stewart	Street			INTERVAL TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
::00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:00 PM - 6:00 PM	272	82	6	7	134	72	407	110	52	1	124	16	515	53	25	44	329	25	225	0	10	0	61	2	815



8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



PHF = Peak Hour Factor HV = Heavy Vehicles

Stewart Street/Olive Way @ 4th Avenue

Seattle, WA

COUNTED BY: CN/GP DATE OF COUNT: Tue. 1/20/15

REDUCED BY: CN TIME OF COUNT: 8:00 AM - 9:00 AM

REDUCTION DATE: Thu. 1/22/15 WEATHER: Sunny



 LOCATION:
 Stewart Street/Olive Way @ 4th Avenue
 DATE OF COUNT:
 Tue. 1/20/15
 COUNTED BY:
 CN/GP

 Seattle, WA
 TIME OF COUNT:
 8:00 AM - 9:00 AM
 WEATHER:
 Sunny

TIME INTERVAL ENDING			FROM NO		N				FROM So		N			Ste	FROM E		-				FROM W		N		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:15 AM	42	0	1	0	0	0	70	31	3	19	193	47	55	16	3	0	110	43	93	4	2	1	11	0	424
08:30 AM	72	0	0	0	0	0	99	39	2	37	203	59	61	12	0	0	120	32	78	5	2	0	16	0	467
08:45 AM	48	0	3	0	0	0	61	35	6	28	246	54	63	13	8	0	123	38	83	1	0	0	10	0	499
09:00 AM	54	0	2	0	0	0	68	39	10	17	255	68	83	12	16	0	109	27	78	4	487				
PEAK HOUR TOTALS	216	0	6	0	0	0	298	144	21	101	897	228	262	53	27	0	462	140	332	14	INTERSECTION				
ALL MOVEMENTS				0						1226						602						49			1877
% HV				#N/A						11.7%						8.8%							11.2%		
PEAK HOUR FACTOR				#N/A						0.90						0.93							0.94		

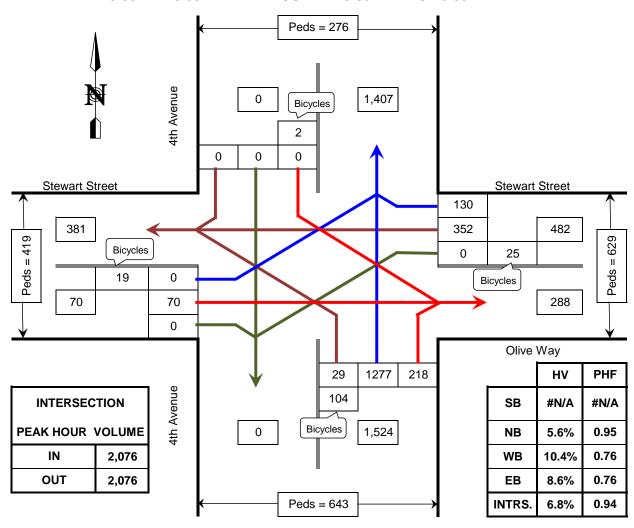
PHF = Peak Hour Factor 8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM

REDUCED BY: CN DATE OF REDUCTION: 1/22/2015

			FROM NO	ORTH O	N				FROM SC	онти	N				FROM E	AST ON	I				FROM W	EST OF	1		
			4th Av	/enue					4th Av	/enue				Ste	wart Stre	et/Olive	Way				Stewart	Street			INTERVAL
			70174	renue						ciiuc				Olo	wait out	0001110	···uy				Otowari	Oli CCI			TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	216	0	6	0	0	0	298	144	21	101	897	228	262	53	27	0	462	140	332	14	9	1	48	0	1877



5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



PHF = Peak Hour Factor HV = Heavy Vehicles

Stewart Street/Olive Way @ 4th Avenue

Seattle, WA

COUNTED BY: CN/JH DATE OF COUNT: Tue. 1/20/15

REDUCED BY: CN TIME OF COUNT: 5:00 PM - 6:00 PM

REDUCTION DATE: Thu. 1/22/15 WEATHER: Sunny



 LOCATION:
 Stewart Street/Olive Way @ 4th Avenue
 DATE OF COUNT:
 Tue. 1/20/15
 COUNTED BY:
 CN/JH

 Seattle, WA
 TIME OF COUNT:
 5:00 PM - 6:00 PM
 WEATHER:
 Sunny

TIME INTERVAL ENDING			FROM NO		N				FROM So		N			Ste	FROM E		-				FROM W		N		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	н٧	Bicycle	Left	Thru	Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:15 PM	72	0	0	0	0	0	222	20	25	8	317	47	150	15	10	0	63	20	68	2	10	0	10	0	465
05:30 PM	65	0	0	0	0	0	151	24	27	7	309	60	223	7	5	0	78	33	106	1	1	0	23	0	510
05:45 PM	77	0	0	0	0	0	140	21	29	10	339	54	135	20	2	0	97	32	127	2	4	0	16	0	548
06:00 PM	62	0	2	0	0	0	130	21	23	4	312	57	121	8	8	0	114	45	118	1	553				
PEAK HOUR TOTALS	276	0	2	0	0	0	643	86	104	29	1277	218	629	50	25	0	352	130	419	6	INTERSECTION				
ALL MOVEMENTS				0						1524						482						70			2076
% HV				#N/A						5.6%						10.4%							6.8%		
PEAK HOUR FACTOR			•	#N/A						0.95						0.76					•	0.76		0.94	

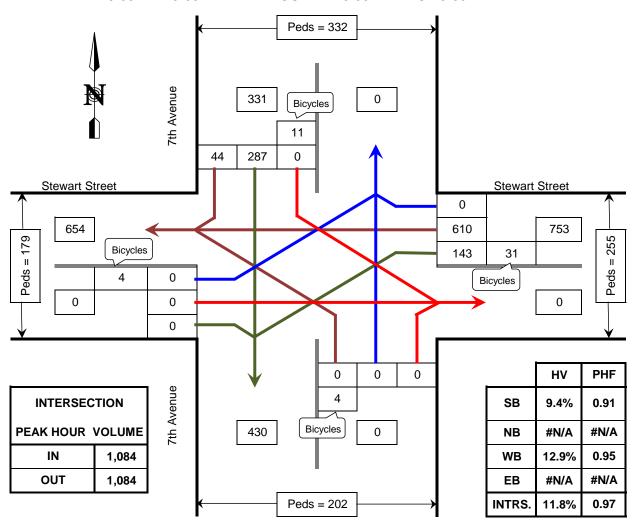
PHF = Peak Hour Factor 5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM

REDUCED BY: CN DATE OF REDUCTION: 1/22/2015

													ı						ı						1
		- 1	FROM NO	ORTH O	N				FROM SC	OHTU	N				FROM E	AST ON	l				FROM W	EST ON	ı		
			4th Av	enue					4th Av	enue				Stev	vart Stre	et/Olive	Way				Stewart	Street			INTERVAL
•																									TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	276	0	2	0	0	0	643	86	104	29	1277	218	629	50	25	0	352	130	419	6	19	0	70	0	2076



8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



PHF = Peak Hour Factor HV = Heavy Vehicles

Stewart Street @ 7th Avenue

Seattle, WA

COUNTED BY: JH DATE OF COUNT: Tue. 1/20/15

REDUCED BY: CN TIME OF COUNT: 8:00 AM - 9:00 AM

REDUCTION DATE: Thu. 1/22/15 WEATHER: Sunny



LOCATION:	Stewart Street @ 7th Avenue	DATE OF COUNT:	Tue. 1/20/15	COUNTED BY:	JH
	Seattle WA	TIME OF COUNT:	8:00 AM - 9:00 AM	WFATHER:	Sunny

TIME INTERVAL ENDING			FROM NO		N				FROM SO		N				FROM E		I				FROM W		N		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:15 AM	88	9	0	0	75	16	67	0	1	0	0	0	82	30	1	51	133	0	62	0	1	0	0	0	275
08:30 AM	111	3	6	0	67	1	69	0	3	0	0	0	80	27	24	33	152	0	45	0	2	0	0	0	253
08:45 AM	63	8	1	0	68	14	35	0	0	0	0	0	54	23	2	31	167	0	31	0	0	0	0	0	280
09:00 AM	70	11	4	0	77	13	31	0	0	0	0	0	39	17	4	28	158	0	41	0	1	0	0	0	276
										-		-						_							
PEAK HOUR TOTALS	332	31	11	0	287	44	202	0	4	0	0	0	255	97	31	143	610	0	179	0	INTERSECTION				
ALL MOVEMENTS				331						0						753						1084			
% HV				9.4%						#N/A						12.9%						#N/A			11.8%
PEAK HOUR FACTOR				0.91						#N/A						0.95							0.97		

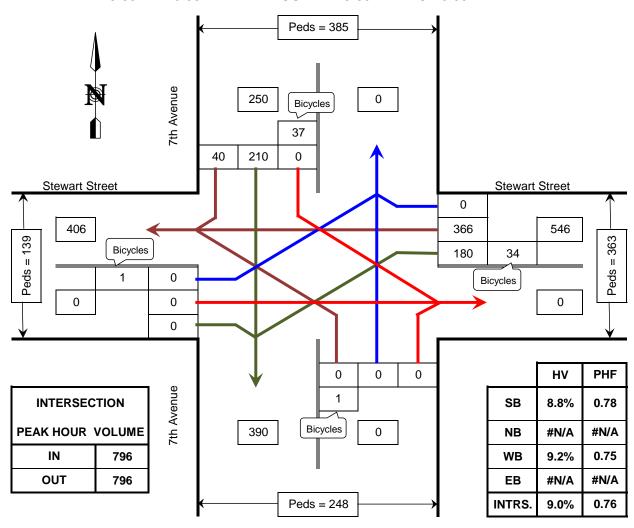
PHF = Peak Hour Factor 8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM

REDUCED BY: CN DATE OF REDUCTION: 1/22/2015

			FROM NO	ORTH O	N				FROM SC	OUTH O	N				FROM E	AST ON					FROM W	EST ON	ı		
			7th Av	enue/					7th Av	enue					Stewar	Street					Stewart	Street			INTERVAL TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	332	31	11	0	287	44	202	0	4	0	0	0	255	97	31	143	610	0	179	0	4	0	0	0	1084



5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



PHF = Peak Hour Factor HV = Heavy Vehicles

Stewart Street @ 7th Avenue

Seattle, WA

COUNTED BY: JH DATE OF COUNT: Tue. 1/20/15

REDUCED BY: CN TIME OF COUNT: 5:00 PM - 6:00 PM

REDUCTION DATE: Thu. 1/22/15 WEATHER: Sunny



LOCATION:	Stewart Street @ 7th Avenue	DATE OF COUNT:	Tue. 1/20/15	COUNTED BY:	JH
	Seattle, WA	TIME OF COUNT:	5:00 PM - 6:00 PM	WEATHER:	Sunny

TIME			FROM NO	ORTH O	N				FROM SO	о нти	N				FROM E	AST ON	I				FROM W	EST O	N		
INTERVAL			7th A	enue/					7th A	enue/					Stewart	Street					Stewart	Street			INTERVAL
ENDING											ı												ı		TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	113	3	12	0	60	12	63	0	0	0	0	0	107	14	5	43	74	0	29	0	0	0	0	0	189
05:30 PM	91	10	10	0	65	15	52	0	0	0	0	0	68	9	5	52	130	0	33	0	0	0	0	0	262
05:45 PM	76						70		1	0			95		9	21	70		33			-		-	134
		3	7	0	40	3	63	0		0	0	0	93	17			92	0	44	0	0	0	0	0	
06:00 PM	105	6		0	45	10	63	0	0	U	0	0	93	10	15	64	92	0	44	0	1	0	0	0	211
PEAK HOUR TOTALS	385	22	37	0	210	40	248	0	1	0	0	0	363	50	34	180	366	0	139	0	1	0	0	0	INTERSECTION
ALL MOVEMENTS				250				0								546						0			796
% HV	8.8%									#N/A						9.2%						#N/A			9.0%
PEAK HOUR FACTOR	0.78 #N/A											0.75						#N/A			0.76				

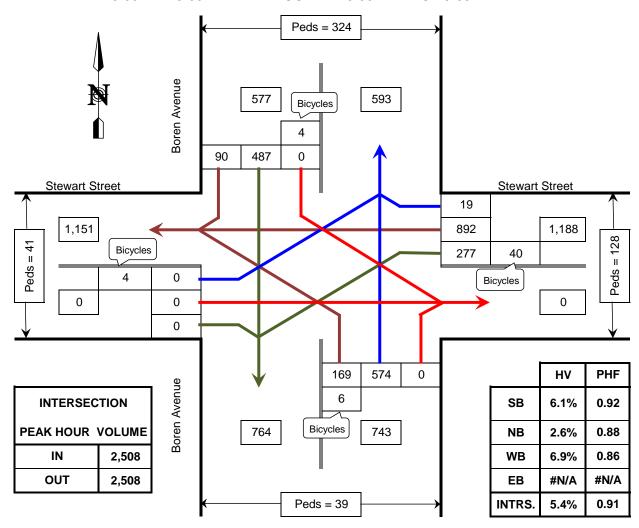
PHF = Peak Hour Factor 5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM

REDUCED BY: CN DATE OF REDUCTION: 1/22/2015

		FROM NORTH ON FROM SOUTH ON																							
			FROM NO	ORTH O	N				FROM SC	UTH O	N				FROM E	AST ON					FROM W	EST ON	1		
			7th Av	enue					7th Av	enue					Stewart	t Street					Stewart	Street			INTERVAL
																									TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	385	22	37	0	210	40	248	0	1	0	0	0	363	50	34	180	366	0	139	0	1	0	0	0	796



8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



PHF = Peak Hour Factor HV = Heavy Vehicles

Stewart Street @ Boren Avenue

Seattle, WA

COUNTED BY: SN/PW DATE OF COUNT: Thu. 1/22/15

REDUCED BY: CN TIME OF COUNT: 8:00 AM - 9:00 AM

REDUCTION DATE: Sun. 1/25/15 WEATHER: Overcast



LOCATION:	Stewart Street @ Boren Avenue	DATE OF COUNT:	Thu. 1/22/15	COUNTED BY:	SN/PW
	Seattle, WA	TIME OF COUNT:	8:00 AM - 9:00 AM	WEATHER:	Overcast

TIME			FROM NO	RTH O	N			-	FROM SC	OUTH O	N				FROM E	AST ON	ı				FROM W	EST OF	١		
INTERVAL			Boren A	venue					Boren /	Avenue					Stewart	Street					Stewart	Street			INTERVAL
ENDING																									TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	69	7	3		123				4	32	137		25	_	7						2				660
				0		23	18	5	1			0		22		88	252	5	14	0		0	0	0	
08:30 AM	105	8	0	0	138	18	10	4	0	64	146	0	32	18	6	83	233	6	12	0	0	0	0	0	688
08:45 AM	68	8	1	0	113	21	6	1	1	29	155	0	38	22	17	47	189	5	5	0	2	0	0	0	559
09:00 AM	82	12	0	0	113	28	5	9	4	44	136	0	33	20	10	59	218	3	10	0	0	0	0	0	601
PEAK HOUR TOTALS	324	35	4	0	487	90	39	19	6	169	574	0	128	82	40	277	892	19	41	0	4	0	0	0	INTERSECTION
ALL MOVEMENTS				577					743						1188			,			0			2508	
% HV				6.1%						2.6%						6.9%						#N/A			5.4%
PEAK HOUR FACTOR				0.92						0.88						0.86						#N/A			0.91

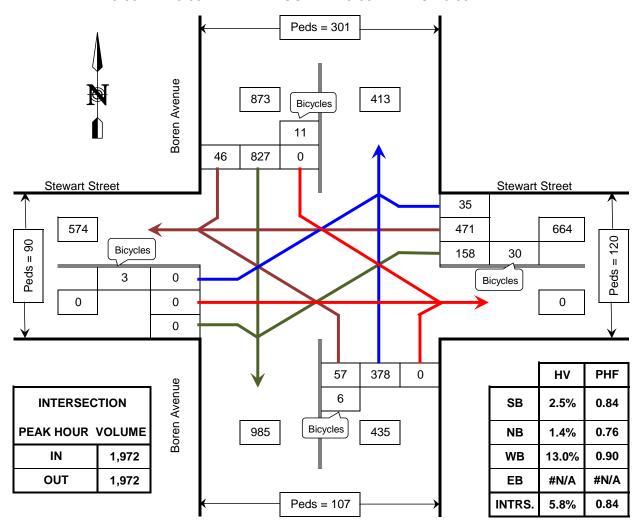
PHF = Peak Hour Factor 8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM

REDUCED BY: CN DATE OF REDUCTION: 1/25/2015

			FROM NO	ORTH O	N				FROM SC	OUTH O	N				FROM E	AST ON					FROM W	EST ON	1		
			Boren A	Avenue					Boren A	Avenue					Stewar	t Street					Stewart	Street			INTERVAL TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	324	35	4	0	487	90	39	19	6	169	574	0	128	82	40	277	892	19	41	0	4	0	0	0	2508



5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



PHF = Peak Hour Factor HV = Heavy Vehicles

Stewart Street @ Boren Avenue

Seattle, WA

COUNTED BY: SN/PW DATE OF COUNT: Thu. 1/22/15

REDUCED BY: CN TIME OF COUNT: 5:00 PM - 6:00 PM

REDUCTION DATE: Sun. 1/25/15 WEATHER: Overcast



LOCATION:	Stewart Street @ Boren Avenue	DATE OF COUNT:	Thu. 1/22/15	COUNTED BY:	SN/PW
	Seattle, WA	TIME OF COUNT:	5:00 PM - 6:00 PM	WEATHER:	Overcast

TIME INTERVAL ENDING			Boren		N	FROM SOUTH ON FROM EAST ON Boren Avenue Stewart Street Right Peds HV Bicycle Left Thru Right Peds HV Bicycle Left Thru Right Ped										FROM W		N		INTERVAL TOTALS					
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	66	4	4	0	185	8	18	0	3	8	83	0	23	30	11	28	108	6	16	0	0	0	0	0	426
05:30 PM	103	3	3	0	223	8	30	3	2	12	88	0	36	16	8	39	120	10	23	0	0	0	0	0	500
05:45 PM	72	8	0	0	177	13	27	0	1	12	88	0	37	18	7	44	115	10	25	0	3	0	0	0	459
06:00 PM	60	7	4	0	242	17	32	3	0	25	119	0	24	22	4	47	128	9	26	0	0	0	0	0	587
PEAK HOUR TOTALS	301	22	11	0	827	46	107	6	6	57	378	0	120	86	30	158	471	35	90	0	3	0	0	0	INTERSECTION
ALL MOVEMENTS				873			435									664						0			1972
% HV		2.5%								1.4%						13.0%						#N/A			5.8%
PEAK HOUR FACTOR				0.84 0.76												0.90						#N/A			0.84

PHF = Peak Hour Factor 5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM

REDUCED BY: CN DATE OF REDUCTION: 1/25/2015

							1						1						ı —					-	
			FROM NO	ORTH O	N				FROM SC	O HTU	N				FROM E	AST ON					FROM W	EST OF	1		
			Boren A	Avenue					Boren A	Avenue					Stewar	t Street					Stewart	Street			INTERVAL
																									TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	301	22	11	0	827	46	107	6	6	57	378	0	120	86	30	158	471	35	90	0	3	0	0	0	1972

CITY OF SEATTLE DEPARTMENT OF TRANSPORTATION

Counted by: JR Counter No: 1024 Weather: CLEAR

Comments:

File Name : C_321ao13 Site Code : 00022602

Start Date : 2/26/2013

Page No : 1

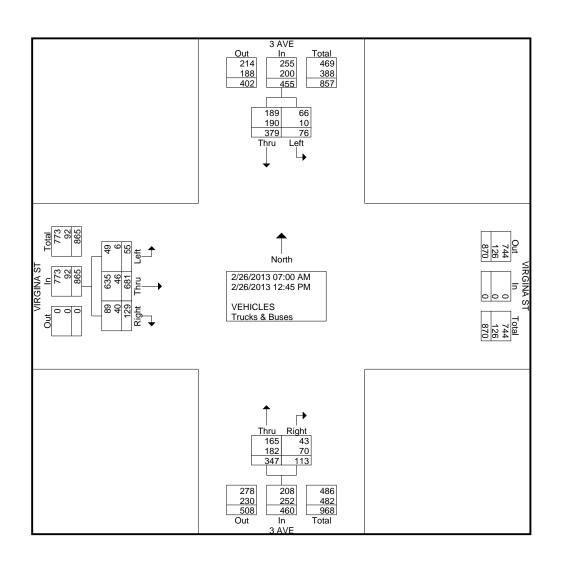
Groups Printed- VEHICLES - Trucks & Buses

		3 AVE			3 AVE			VIRGI			
	Fı	rom Nort	h	Fı	rom Sout	h		From V	West		
Start Time	Thru	Left	App. Total	Right	Thru	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	24	2	26	6	29	35	8	52	0	60	121
07:15 AM	26	4	30	10	27	37	10	46	2	58	125
07:30 AM	12	2	14	3	10	13	2	15	0	17	44
07:45 AM	32	5	37	12	11	23	6	45	1	52	112
Total	94	13	107	31	77	108	26	158	3	187	402
08:00 AM	34	10	44	6	27	33	20	76	7	103	180
08:15 AM	38	8	46	12	30	42	11	93	6	110	198
08:30 AM	50	7	57	8	31	39	19	73	10	102	198
08:45 AM	38	5	43	2	27	29	13	65	9	87	159
Total	160	30	190	28	115	143	63	307	32	402	735
*** BREAK ***											
12:00 PM	28	9	37	18	44	62	11	48	3	62	161
12:15 PM	26	7	33	9	40	49	14	62	4	80	162
12:30 PM	34	9	43	10	32	42	6	44	7	57	142
12:45 PM	37	8	45	17	39	56	9	62	6	77	178
Total	125	33	158	54	155	209	40	216	20	276	643
Grand Total	379	76	455	113	347	460	129	681	55	865	1780
Apprch %	83.3	16.7		24.6	75.4		14.9	78.7	6.4		
Total %	21.3	4.3	25.6	6.3	19.5	25.8	7.2	38.3	3.1	48.6	
VEHICLES	189	66	255	43	165	208	89	635	49	773	1236
% VEHICLES	49.9	86.8	56	38.1	47.6	45.2	69	93.2	89.1	89.4	69.4
Trucks & Buses	190	10	200	70	182	252	40	46	6	92	544
% Trucks & Buses	50.1	13.2	44	61.9	52.4	54.8	31	6.8	10.9	10.6	30.6

Counted by: JR Counter No: 1024 Weather: CLEAR

Comments:

File Name : C_321ao13 Site Code : 00022602 Start Date : 2/26/2013



Counted by: JR Counter No: 1024 Weather: CLEAR

Comments:

File Name : C_321ao13 Site Code : 00022602

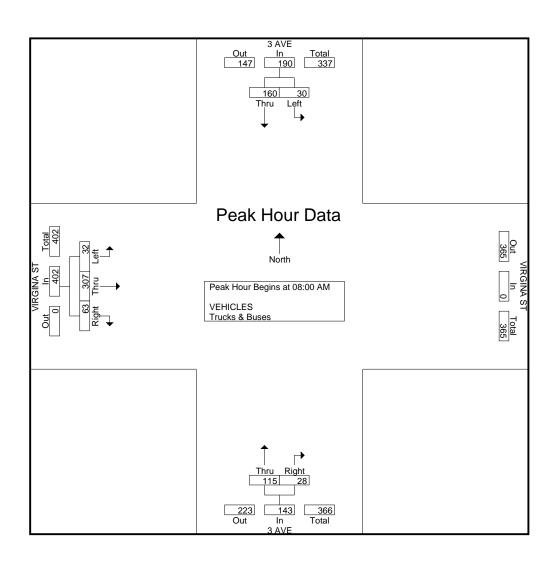
Start Date : 2/26/2013

		3 AVE			3 AVE			VIRG	INA ST		
	F	rom North	1	\mathbf{F}	rom Sout	h		From	West		
Start Time	Thru	Left	App. Total	Right	Thru	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis Fr	om 07:00 A	M to 08:45	AM - Peak 1	of 1							
Peak Hour for Entire In	ntersection E	Begins at 08	3:00 AM								
08:00 AM	34	10	44	6	27	33	20	76	7	103	180
08:15 AM	38	8	46	12	30	42	11	93	6	110	198
08:30 AM	50	7	57	8	31	39	19	73	10	102	198
08:45 AM	38	5	43	2	27	29	13	65	9	87	159
Total Volume	160	30	190	28	115	143	63	307	32	402	735
% App. Total	84.2	15.8		19.6	80.4		15.7	76.4	8		
PHF	.800	.750	.833	.583	.927	.851	.788	.825	.800	.914	.928

Counted by: JR Counter No: 1024 Weather: CLEAR

Comments:

File Name : C_321ao13 Site Code : 00022602 Start Date : 2/26/2013



Counted by: JR Counter No: 1024 Weather: CLEAR

Comments:

File Name : C_321ao13 Site Code : 00022602

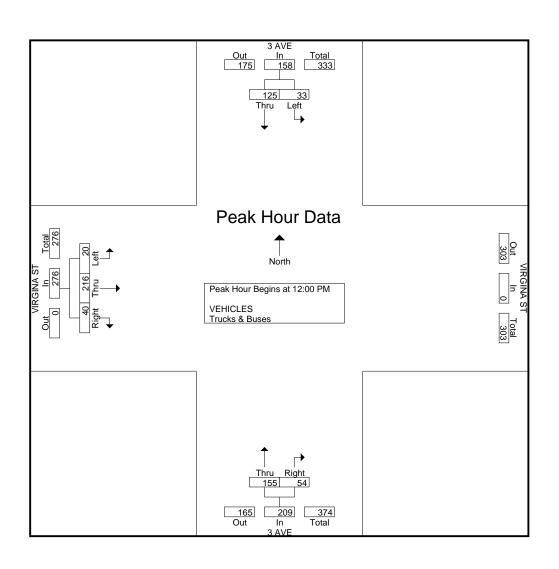
Start Date : 2/26/2013

		3 AVE			3 AVE			VIRG	INA ST		
	\mathbf{F}	rom North	1	F	rom Sout	h		From	West		
Start Time	Thru	Left	App. Total	Right	Thru	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis Fr	om 12:00 PN	M to 12:45	PM - Peak 1	of 1			_				
Peak Hour for Entire I	ntersection B	egins at 12	2:00 PM								
12:00 PM	28	9	37	18	44	62	11	48	3	62	161
12:15 PM	26	7	33	9	40	49	14	62	4	80	162
12:30 PM	34	9	43	10	32	42	6	44	7	57	142
12:45 PM	37	8	45	17	39	56	9	62	6	77	178
Total Volume	125	33	158	54	155	209	40	216	20	276	643
% App. Total	79.1	20.9		25.8	74.2		14.5	78.3	7.2		
PHF	.845	.917	.878	.750	.881	.843	.714	.871	.714	.863	.903

Counted by: JR Counter No: 1024 Weather: CLEAR

Comments:

File Name : C_321ao13 Site Code : 00022602 Start Date : 2/26/2013



Counted by: JR Counter No: 1024 Weather: CLEAR

Comments:

File Name : C_321ao13 Site Code : 00022602

Start Date : 2/26/2013

Page No : 1

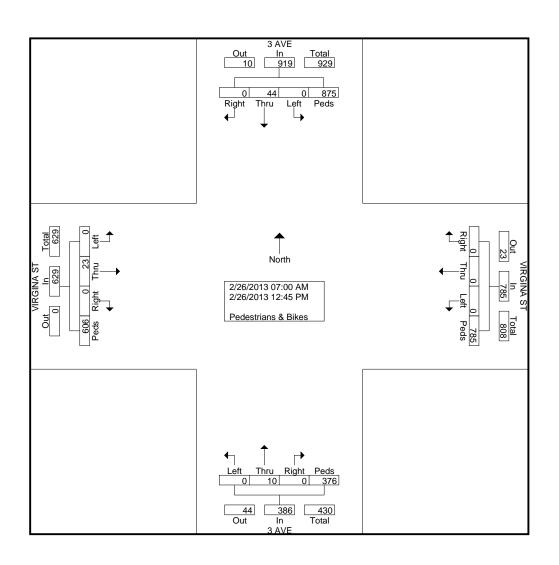
Groups Printed- Pedestrians & Bikes

						1				u- reue	sti iaiis	C DII	103								1
			3 AV	E			VII	RGIN	A ST				3 AV	\mathbf{E}			VII	RGIN.	A ST		
		Fre	om No	orth			Fr	om E	ast			Fre	om So	uth			Fr	om W	'est		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	3	0	33	36	0	0	0	32	32	0	0	0	8	8	0	1	0	23	24	100
07:15 AM	0	3	0	53	56	0	0	0	50	50	0	1	0	16	17	0	2	0	36	38	161
07:30 AM	0	5	0	52	57	0	0	0	41	41	0	0	0	22	22	0	1	0	32	33	153
07:45 AM	0	6	0	100	106	0	0	0	59	59	0	0	0	38	38	0	1	0	68	69	272
Total	0	17	0	238	255	0	0	0	182	182	0	1	0	84	85	0	5	0	159	164	686
08:00 AM	0	7	0	63	70	0	0	0	77	77	0	1	0	32	33	0	3	0	59	62	242
08:15 AM	0	5	0	87	92	0	0	0	76	76	0	0	0	24	24	0	2	0	42	44	236
08:30 AM	0	3	0	100	103	0	0	0	78	78	0	2	0	48	50	0	8	0	61	69	300
08:45 AM	0	4	0	88	92	0	0	0	89	89	0	2	0	35	37	0	4	0	74	78	296
Total	0	19	0	338	357	0	0	0	320	320	0	5	0	139	144	0	17	0	236	253	1074
*** BREAK	***																				
12:00 PM	0	1	0	95	96	0	0	0	83	83	0	2	0	38	40	0	0	0	62	62	281
12:15 PM	0	2	0	40	42	0	0	0	68	68	0	1	0	38	39	0	1	0	48	49	198
12:30 PM	0	2	0	108	110	0	0	0	73	73	0	1	0	34	35	0	0	0	48	48	266
12:45 PM	0	3	0	56	59	0	0	0	59	59	0	0	0	43	43	0	0	0	53	53	214
Total	0	8	0	299	307	0	0	0	283	283	0	4	0	153	157	0	1	0	211	212	959
Grand Total	0	44	0	875	919	0	0	0	785	785	0	10	0		386	0	23	0	606	629	2719
Apprch %	0	4.8		95.2	22.6	0	0	0	100	20.0	0	2.6	0		4.4.6	0	3.7		96.3	22.5	
Total %	0	1.6	0	32.2	33.8	0	0	0	28.9	28.9	0	0.4	0	13.8	14.2	0	0.8	0	22.3	23.1	

Counted by: JR Counter No: 1024 Weather: CLEAR

Comments:

File Name : C_321ao13 Site Code : 00022602 Start Date : 2/26/2013



Counted by: JR Counter No: 1024 Weather: CLEAR

Comments:

File Name : C_321ao13 Site Code : 00022602

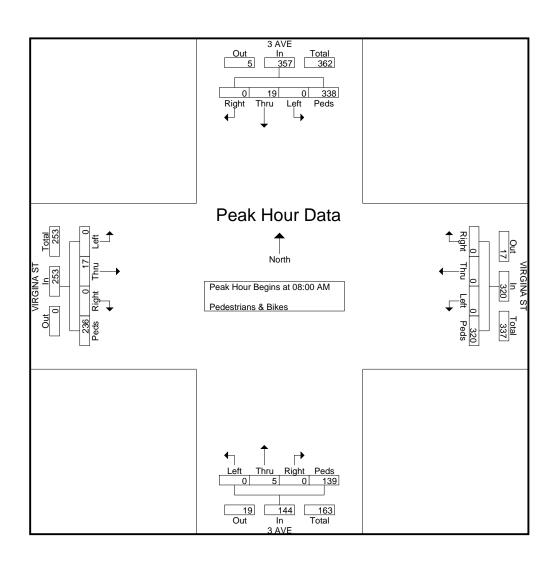
Start Date : 2/26/2013

			3 AV	E			VI	RGIN	A ST				3 AV	E			VI	RGIN.	A ST		
		Fr	om No	orth			Fı	rom E	ast			Fr	om So	uth			Fr	om W	est		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour A	nalysi	s From	07:00	AM t	o 08:45	AM - 1	Peak 1	of 1													
Peak Hour fo	r Enti	re Inte	rsectio	n Begi	ins at 08	:00 AN	Л														
08:00 AM	0	7	0	63	70	0	0	0	77	77	0	1	0	32	33	0	3	0	59	62	242
08:15 AM	0	5	0	87	92	0	0	0	76	76	0	0	0	24	24	0	2	0	42	44	236
08:30 AM	0	3	0	100	103	0	0	0	78	78	0	2	0	48	50	0	8	0	61	69	300
08:45 AM	0	4	0	88	92	0	0	0	89	89	0	2	0	35	37	0	4	0	74	78	296
Total Volume	0	19	0	338	357	0	0	0	320	320	0	5	0	139	144	0	17	0	236	253	1074
% App. Total	0	5.3	0	94.7		0	0	0	100		0	3.5	0	96.5		0	6.7	0	93.3		
PHF	.000	.679	.000	.845	.867	.000	.000	.000	.899	.899	.000	.625	.000	.724	.720	.000	.531	.000	.797	.811	.895

Counted by: JR Counter No: 1024 Weather: CLEAR

Comments:

File Name : C_321ao13 Site Code : 00022602 Start Date : 2/26/2013



Counted by: JR Counter No: 1024 Weather: CLEAR

Comments:

File Name : C_321ao13 Site Code : 00022602

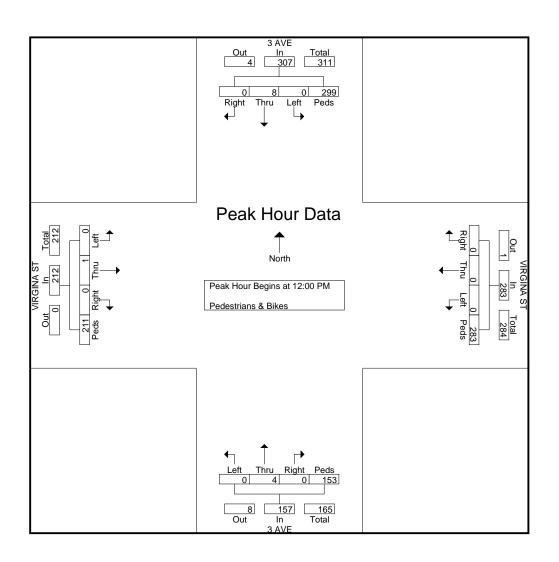
Start Date : 2/26/2013

				3 AV	E			VI	RGIN	A ST				3 AV	E			VI	RGIN	A ST		
			Fr	om No	orth			F :	rom E	ast			Fre	om So	uth			Fr	om W	est		
Start Ti	ime	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Ho	our A	nalysis	s From	12:00	PM to	12:45]	PM - P	eak 1	of 1													
Peak Ho	our fo	r Enti	re Inte	rsectio	n Begi	ns at 12	:00 PM	1														
12:00	PM	0	1	0	95	96	0	0	0	83	83	0	2	0	38	40	0	0	0	62	62	281
12:15	PM	0	2	0	40	42	0	0	0	68	68	0	1	0	38	39	0	1	0	48	49	198
12:30	PM	0	2	0	108	110	0	0	0	73	73	0	1	0	34	35	0	0	0	48	48	266
12:45	PM	0	3	0	56	59	0	0	0	59	59	0	0	0	43	43	0	0	0	53	53	214
Total Vo	lume	0	8	0	299	307	0	0	0	283	283	0	4	0	153	157	0	1	0	211	212	959
% App. 7	Total	0	2.6	0	97.4		0	0	0	100		0	2.5	0	97.5		0	0.5	0	99.5		
I	PHF	.000	.667	.000	.692	.698	.000	.000	.000	.852	.852	.000	.500	.000	.890	.913	.000	.250	.000	.851	.855	.853

Counted by: JR Counter No: 1024 Weather: CLEAR

Comments:

File Name : C_321ao13 Site Code : 00022602 Start Date : 2/26/2013



Counted by: BR Counter No: 1023 Weather: OVERCAST

Comments:

File Name : C_321p13 Site Code : 00021303

Start Date : 2/13/2013

Page No : 1

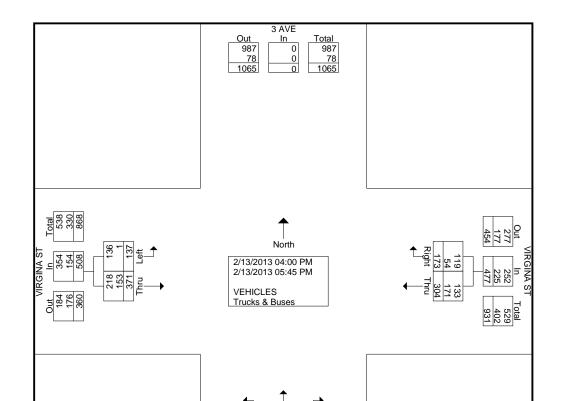
Groups Printed- VEHICLES - Trucks & Buses

	V	IRGINA		J I I I I I I I I I I I I I I I I I I I	3 A	VE		V	IRGINA	ST	
	F	rom Eas	t		From S	South		F	rom Wes	s t	
Start Time	Right	Thru	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	Int. Total
04:00 PM	21	32	53	8	80	6	94	30	14	44	191
04:15 PM	24	34	58	16	72	8	96	37	14	51	205
04:30 PM	21	34	55	7	90	5	102	37	11	48	205
04:45 PM	21	41	62	10	101	8	119	46	12	58	239
Total	87	141	228	41	343	27	411	150	51	201	840
05:00 PM	19	41	60	13	100	11	124	48	13	61	245
05:15 PM	34	40	74	7	110	10	127	53	22	75	276
05:30 PM	16	44	60	12	99	6	117	63	28	91	268
05:45 PM	17	38	55	10	103	2	115	57	23	80	250
Total	86	163	249	42	412	29	483	221	86	307	1039
ı											
Grand Total	173	304	477	83	755	56	894	371	137	508	1879
Apprch %	36.3	63.7		9.3	84.5	6.3		73	27		
Total %	9.2	16.2	25.4	4.4	40.2	3	47.6	19.7	7.3	27	
VEHICLES	119	133	252	59	732	51	842	218	136	354	1448
% VEHICLES	68.8	43.8	52.8	71.1	97	91.1	94.2	58.8	99.3	69.7	77.1
Trucks & Buses	54	171	225	24	23	5	52	153	1	154	431
% Trucks & Buses	31.2	56.2	47.2	28.9	3	8.9	5.8	41.2	0.7	30.3	22.9

Counted by: BR
Counter No: 1023

Weather: OVERCAST

Comments:



732 23 755

> 52 894

52 894 Total File Name : C_321p13 Site Code : 00021303

Start Date : 2/13/2013

Counted by: BR Counter No: 1023 Weather: OVERCAST

Comments:

File Name : C_321p13 Site Code : 00021303

Start Date : 2/13/2013

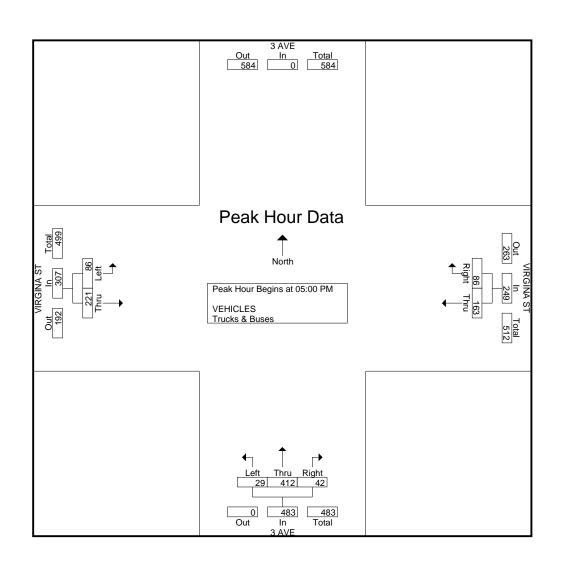
	V	IRGINA :	ST		3 A	AVE			VIRGINA	ST	
		From East	ţ		From	South			From Wes	st	_
Start Time	Right	Thru	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	Int. Total
Peak Hour Analysis Fr	rom 04:00 P	M to 05:45	PM - Peak 1	of 1							
Peak Hour for Entire In	ntersection I	Begins at 0:	5:00 PM								
05:00 PM	19	41	60	13	100	11	124	48	13	61	245
05:15 PM	34	40	74	7	110	10	127	53	22	75	276
05:30 PM	16	44	60	12	99	6	117	63	28	91	268
05:45 PM	17	38	55	10	103	2	115	57	23	80	250
Total Volume	86	163	249	42	412	29	483	221	86	307	1039
% App. Total	34.5	65.5		8.7	85.3	6		72	28		
PHF	.632	.926	.841	.808	.936	.659	.951	.877	.768	.843	.941

Counted by: BR Counter No: 1023

Weather: OVERCAST

Comments:

File Name: C_321p13 Site Code : 00021303 Start Date : 2/13/2013 Page No : 4



Counted by: BR
Counter No: 1023

Weather: OVERCAST

Comments:

File Name : C_321p13

Site Code : 00021303 Start Date : 2/13/2013

Page No : 1

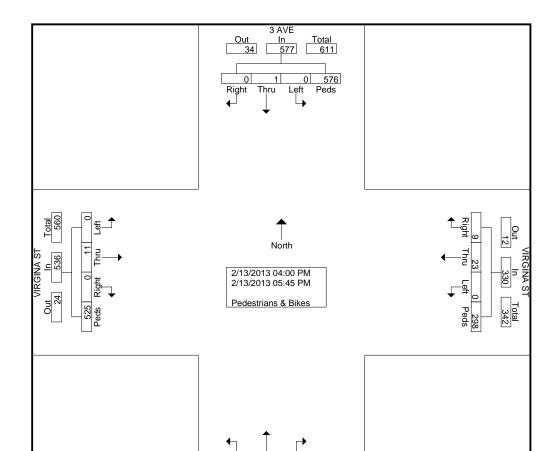
Groups Printed- Pedestrians & Bikes

			3 AVI	E			VI	RGIN.	A ST				3 AV	E			VI	RGIN.	A ST		
		Fre	om No	rth			Fr	om E	ast			Fre	om So	uth			Fr	om W	est		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	68	68	1	3	0	31	35	0	2	0	63	65	0	1	0	50	51	219
04:15 PM	0	1	0	62	63	1	4	0	20	25	0	1	0	47	48	0	1	0	42	43	179
04:30 PM	0	0	0	64	64	0	2	0	33	35	1	0	0	33	34	0	2	0	57	59	192
04:45 PM	0	0	0	89	89	0	1	0	31	32	0	1	0	59	60	0	0	0	74	74	255
Total	0	1	0	283	284	2	10	0	115	127	1	4	0	202	207	0	4	0	223	227	845
05:00 PM	0	0	0	113	113	4	3	0	42	49	0	3	0	73	76	0	3	0	75	78	316
05:15 PM	0	0	0	79	79	2	4	0	39	45	0	5	1	77	83	0	1	0	74	75	282
05:30 PM	0	0	0	49	49	0	4	0	54	58	0	8	0	73	81	0	1	0	76	77	265
05:45 PM	0	0	0	52	52	1	2	0	48	51	0	5	0	52	57	0	2	0	77	79	239
Total	0	0	0	293	293	7	13	0	183	203	0	21	1	275	297	0	7	0	302	309	1102
Grand Total	0	1	0	576	577	9	23	0	298	330	1	25	1	477	504	0	11	0	525	536	1947
Apprch %	0	0.2	0	99.8		2.7	7	0	90.3		0.2	5	0.2	94.6		0	2.1	0	97.9		
Total %	0	0.1	0	29.6	29.6	0.5	1.2	0	15.3	16.9	0.1	1.3	0.1	24.5	25.9	0	0.6	0	27	27.5	

Counted by: BR
Counter No: 1023

Weather: OVERCAST

Comments:



Thru Right Peds

504

505 Total File Name : C_321p13 Site Code : 00021303 Start Date : 2/13/2013

Counted by: BR
Counter No: 1023

Weather: OVERCAST

Comments:

File Name : C_321p13 Site Code : 00021303

Start Date : 2/13/2013

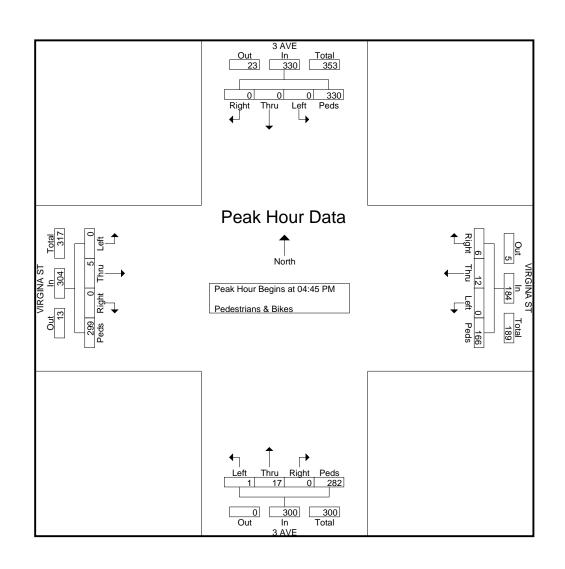
			3 AV	E			VI	RGIN	A ST				3 AV	E			VI	RGIN.	A ST		
		Fr	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	est		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour A	nalysis	s From	04:00	PM to	05:45	PM - P	eak 1	of 1													
Peak Hour fo	r Enti	re Inter	rsectio	n Begi	ns at 04	:45 PM	1									1					
04:45 PM	0	0	0	89	89	0	1	0	31	32	0	1	0	59	60	0	0	0	74	74	255
05:00 PM	0	0	0	113	113	4	3	0	42	49	0	3	0	73	76	0	3	0	75	78	316
05:15 PM	0	0	0	79	79	2	4	0	39	45	0	5	1	77	83	0	1	0	74	75	282
05:30 PM	0	0	0	49	49	0	4	0	54	58	0	8	0	73	81	0	1	0	76	77	265
Total Volume	0	0	0	330	330	6	12	0	166	184	0	17	1	282	300	0	5	0	299	304	1118
% App. Total	0	0	0	100		3.3	6.5	0	90.2		0	5.7	0.3	94		0	1.6	0	98.4		
PHF	.000	.000	.000	.730	.730	.375	.750	.000	.769	.793	.000	.531	.250	.916	.904	.000	.417	.000	.984	.974	.884

Counted by: BR
Counter No: 1023

Weather: OVERCAST

Comments:

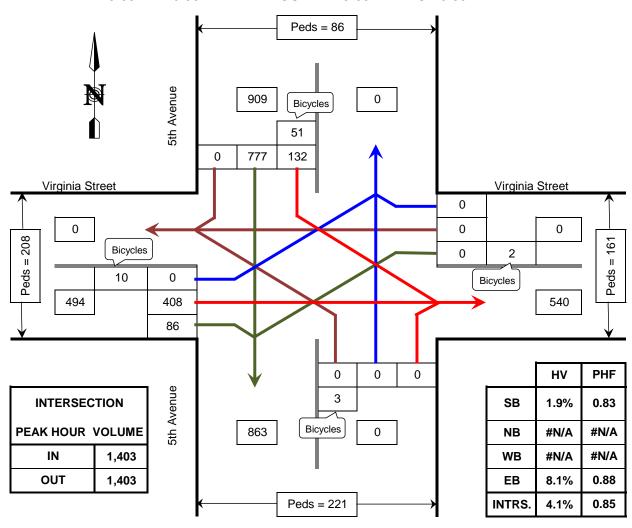
File Name : C_321p13 Site Code : 00021303 Start Date : 2/13/2013





TURNING MOVEMENTS DIAGRAM

5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



PHF = Peak Hour Factor HV = Heavy Vehicles

Virginia Street @ 5th Avenue

Seattle, WA

COUNTED BY: RN/SA DATE OF COUNT: Tue. 1/20/15

REDUCED BY: CN TIME OF COUNT: 5:00 PM - 6:00 PM

REDUCTION DATE: Thu. 1/22/15 WEATHER: Sunny



LOCATION:	Virginia Street @ 5th Avenue	DATE OF COUNT:	Tue. 1/20/15	COUNTED BY:	RN/SA
	Seattle, WA	TIME OF COUNT:	5:00 PM - 6:00 PM	WEATHER:	Sunny

TIME			FROM NO	ORTH O	N				FROM SC	о нти	N				FROM E	AST ON					FROM W	EST O	ı		
INTERVAL			5th Av	enue/					5th Av	enue/					Virginia	Street					Virginia	Street			INTERVAL
ENDING					1							I													TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	17	5	11	33	231	0	45	0	0	0	0	0	40	0	1	0	0	0	37	8	3	0	81	17	362
																0									
05:30 PM	14	1	17	27	99	0	39	0	1	0	0	0	36	0	1	-	0	0	52	8	0	0	105	16	247
05:45 PM	25	3	12	32	213	0	72	0	0	0	0	0	41	0	0	0	0	0	58	12	4	0	105	30	380
06:00 PM	30	8	11	40	234	0	65	0	2	0	0	0	44	0	0	0	0	0	61	12	3	0	117	23	414
PEAK HOUR TOTALS	86	17	51	132	777	0	221	0	3	0	0	0	161	0	2	0	0	0	208	40	INTERSECTION				
ALL MOVEMENTS				909						0						0						494			1403
% HV				1.9%						#N/A						#N/A						8.1%			4.1%
PEAK HOUR FACTOR				0.83						#N/A						#N/A						0.88			0.85

PHF = Peak Hour Factor 5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM

REDUCED BY: CN DATE OF REDUCTION: 1/22/2015

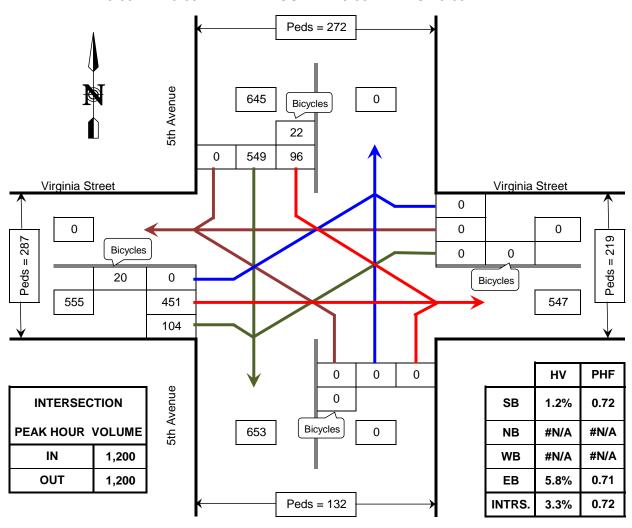
ROLLING HOUR COUNT

			FROM NO	ORTH O	N				FROM SC	UTH O	N				FROM E	AST ON					FROM W	EST ON	ı		
			5th Av						5th Av						Virginia						Virginia				INTERVAL TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	86	17	51	132	777	0	221	0	3	0	0	0	161	0	2	0	0	0	208	40	10	0	408	86	1403



TURNING MOVEMENTS DIAGRAM

8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



PHF = Peak Hour Factor HV = Heavy Vehicles

Virginia Street @ 5th Avenue

Seattle, WA

COUNTED BY: RN/SA DATE OF COUNT: Tue. 1/20/15

REDUCED BY: CN TIME OF COUNT: 8:00 AM - 9:00 AM

REDUCTION DATE: Thu. 1/22/15 WEATHER: Sunny



 LOCATION:
 Virginia Street @ 5th Avenue
 DATE OF COUNT:
 Tue. 1/20/15
 COUNTED BY:
 RN/SA

 Seattle, WA
 TIME OF COUNT:
 8:00 AM - 9:00 AM
 WEATHER:
 Sunny

TIME INTERVAL ENDING			FROM NO		N				FROM SO		N				FROM E		l				FROM W		١		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	70	2	2	24	137	0	37	0	0	0	0	0	68	0	0	0	0	0	88	6	3	0	108	22	291
08:30 AM	100	5	10	33	190	0	41	0	0	0	0	0	64	0	0	0	0	0	93	13	7	0	157	38	418
08:45 AM	38	1	5	12	91	0	19	0	0	0	0	0	36	0	0	0	0	0	50	4	4	0	54	15	172
09:00 AM	64	0	5	27	131	0	35	0	0	0	0	0	51	0	0	0	0	0	56	9	6	0	132	29	319
55.50 AW	04	3			131	J	- 00	3		3	3	3	01	- 0	3	<u> </u>	3	3	- 00	3		3	102	23	519
PEAK HOUR TOTALS	272	8	22	96	549	0	132	0	0	0	0	0	219	0	0	0	0	0	287	32	20	0	451	104	INTERSECTION
ALL MOVEMENTS				645						0						0					1200				
% HV				1.2%						#N/A						#N/A					3.3%				
PEAK HOUR FACTOR				0.72						#N/A						#N/A						0.71			0.72

PHF = Peak Hour Factor 8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM

 REDUCED BY:
 CN
 DATE OF REDUCTION:
 1/22/2015

ROLLING HOUR COUNT

			FROM NO	ORTH O	N				FROM SC	OUTH O	N				FROM E	AST ON					FROM W	EST O	1		
			5th Av	/enue					5th Av	/enue					Virginia	Street					Virginia	Street			INTERVAL
			071						071	00					· g	. 0 001					• g	0001			TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	н٧	Bicycle	Left	Thru	Right	Peds	н٧	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	272	8	22	96	549	0	132	0	0	0	0	0	219	0	0	0	0	0	287	32	20	0	451	104	1200

LOCATION: Virginia Street @ Boren Avenue DATE OF COUNT: Thu. 1/22/2015 COUNTED BY: CN/SF

Seattle, WA TIME OF COUNT: 8:00 - 9:00 AM WEATHER: Overcast

TIME				FRO	M (1)							FROM	1 (2)							FR	OM (3)						FR	OM (4)						F	ROM	1 (5)				
INTERVAL			Fai	irviev	v Avei	nue					Vi	rginia	Stre	et						Borer	n Aver	nue						Fairvi	ew Ave	enue						Bor	en A	venu	ıe			INTERVAL
ENDING			(From	North	n)					(Fro	m No	rthea	ast)						(From S	Southe	east)						(From	South	west)						(Fron	n Nor	rthw	est)			TOTALS
AT	Peds	HV	Bicy	cle	(2)	(3)	(4)	(5)	Peds	HV	Bicyc	ele (1)	(2)	(4)	(5)	Pe	ds H	/ В	icycle	(1)	(2)	(4)	(5)) Pe	ds F	١V	Bicycle	(1)	(2)	(3	3) ((5)	Peds	Н۷	Bicycle	e (1	1)	(2)	(3)	(4)	
07:15 AM	C)	0	0	0	0	0	() ()	0	0	0	0		0	0	0	0	0	0	0)	0	0	0	0	0		0	0	0	0	0		0	0	0	0) (0
07:30 AM	C)	0	0	0	0	0	() ()	0	0	0	0		0	0	0	0	0	0	0)	0	0	0	0	0		0	0	0	0	0		0	0	0	0) (0
07:45 AM	C	0)	0	0	0	0	0	() ()	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0) (0
08:00 AM	C	0)	0	0	0	0	0	() ()	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0) (0
08:15 AM	C) 8	3	2	0	27	42	2	17	7 ()	0	2	0	0	-	0	15	6	0	72	63	0)	2	11	2	2	24		0	11	0	12	5		0	0	0	68	s 8	321
08:30 AM	C	4		0	0	30	26	1	27	7 ()	0	1	0	0		0	14	0	0	80	52	0)	0	15	8	3	26		0	10	0	16	4		0	0	0	87	14	327
08:45 AM	C	9)	0	0	43	64	0	20) ()	0	4	0	0		0	14	1	4	131	43	1		0	10	9	3	43		0	15	0	16	1		0	0	0	81	1 14	439
09:00 AM	C	9)	1	0	30	54	3	2	1 ()	0	2	0	0		0	17	7	5	119	10	0)	0	30	5	2	45		0	17	0	37	3		0	0	0	78	3 10	371
PEAK HOUR TOTALS	0	30		3	0	130	186	6	85	0		0	9	0	0	0	6	0 1	4	9	402	168	1	:	2	66	24	10	138	O) 5	53	0	81	13	C)	0	0	314	49	INTERSECTION
ALL MOVEMENTS				3	22			9											573								191								363	3				1458		
% HV				9% 0%												2%								13%								4%	,				6%					
PHF	0.75 0.56								•				(0.82							•	0.77		•					•	0.90	0				0.83							

HV = Heavy Vehicles

PHF = Peak Hour Factor

Peds = Pedestrians

REDUCED BY: CN

TURNING MOVEMENTS REDUCTION SHEET

AM PEAK HOUR: FROM 8:00 TO 9:00 AM

DATE OF REDUCTION: 1/24/2015



LOCATION:		Virgir	nia Str	eet @	Boren	Avenu	e							DATE	OF C	OUNT:					Thu.	1/22/20	15							COUN	NTED E	βY:				CN/SF
		Seatt	le, WA											TIME	OF C	DUNT:					5:00 -	6:00 A	MA							WEAT	THER:					Overcast
TIME				FROM	(1)					F	ROM (2)						FROM (3)					F	ROM (4)					F	ROM (5)			
INTERVAL			Fair	view A	venue					Virg	jinia S	treet					В	oren Ave	enue					Fair	iew Av	enue					Bor	ren Ave	nue			INTERVAL
ENDING			(F	rom N	orth)					(Fron	n Nortl	neast)					(Fr	om Soutl	heast)					(Fron	n South	west)					(Fron	n North	west)			TOTALS
AT	Peds	HV	Bike	s (2)	(3)	(4)	(5)	Ped	s HV	Bikes	(1)	(3)	(4)	(5)	Ped	s HV	Bik	es (1)	(2)	(4)	(5)	Peds	HV	Bikes	(1)	(2)	(3)	(5)	Peds	HV	Bikes	(1)	(2)	(3)	(4)	
04:15 PM	0	0)	0 () () ()	0 0	0	0	0	0	0)	0 0)	0 0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
04:30 PM	0	0)	0 () () ()	0 0	0		0	0	0		0 ()	0 0	0	0	0	0	0	0	0	0	0		0		0	0	0	0	0	0
04:45 PM	0	0)	0 0) () (0 0	0		0	0	0		0 0)	0 0	0	0	0	0	0	0	0	0	0		0		0	0	0	0	0	0
05:00 PM	0	0)	0 0) (0 (0 0	0	0	0	0	0)	0 0)	0 0	0	0	0	0	0	0	0	0	0	C	0	0	0	0	0	0	0	0
05:15 PM	0	8		5	0 98	26	6 () 2	4 0	2	9	0	0	0	3	0 0)	5 143	12	0	0	56	2	5	117	0	44		89	0	0	0	0	116	2	567
05:30 PM	0	1		7	3 64	33	3 () 1!	9 0	0	12	0	0	0	2	7 3	3	4 121	10	0	0	48	1	1	127	0	55	1	45	4	0	1	0	119	1	547
05:45 PM	0	8		1	0 83	19	9 () 2	в о	0	4	0	0	0	2	1 0)	0 86	8	0	0	34	4	0	89	0	38	C	26	0	1	1	0	91	1	420
06:00 PM	0	6	:	3	0 72	16	6 (1	в о	0	3	0	0	0	1	4 1	I	0 112	5	0	0	63	2	2	102	0	51	C	47	1	0	0	0	99	0	460
PEAK HOUR TOTALS	0	23	16	3	317	94	. 0	89	0	2	28	0	0	0	92	4		9 462	35	0	0	201	9	8	435	0	188	1	207	5	1	2	0	425	4	INTERSECTION
ALL MOVEMENTS				414			•		28							,		497							624							431				1994
% HV				6%					0%									1%							1%							1%				2%
PHF				0.83	3				0.58									0.80							0.85							0.89				0.88

DATE OF REDUCTION:

1/24/2015

Peds = Pedestrians HV = Heavy Vehicles

Bikes = Bicycles PHF = Peak Hour Factor TURNING MOVEMENTS REDUCTION SHEET

REDUCED BY:

CN

PM PEAK HOUR: FROM 5:00 TO 6:00 PM



LOCATION:		West	lake /	Avenu	ıe @	Leno	ra Stre	eet							DATE	OF C	OUNT:					Tue.	2/3/201	5							C	OUNT	ED BY	:				CN/RN
		Seatt	le, W	Α											TIME	OF CO	OUNT:					8:00 -	9:00	MA							W	/EATI	IER:					Overcast
TIME				FRO	M (1)						F	ROM (2)						ROM (3)					F	ROM	(4)						FR	OM (5	5)			
INTERVAL			We	stlake	e Ave	enue					8tl	h Avenu	ıe					Wes	tlake A	venue					Lei	nora	Street						8th	Aveni	ue			INTERVAL
ENDING			(From	Nort	h)					(Fr	om Eas	st)					(Fı	om So	uth)					(F	rom V	Vest)						(From I	North	west)			TOTALS
AT	Peds	н٧	Bike	es (2	2)	(3)	(4)	(5)	Peds	HV	Bikes	(1)	(3)	(4)	(5)	Peds	HV	Bikes	(1)	(2)	(4)	(5)	Peds	HV	Bikes	(1)	(2)	(3)	(5)	Pe	ds I	HV I	Bikes	(1)	(2)	(3)	(4)	
07:15 AM	0	()	0	0	0	0	0	0	0	0	0	0	0	0	(0	C	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	()	0	0	0	0	0	0	0	0	0	0	0	0	(0	C	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	()	0	0	0	0	0	0	0	0	0	0	0	0	(0	C	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	()	0	0	0	0	0	0	0	0	0	0	0	0	C	0	C	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	12	2	1	3	0	29	27	11	118	10	4	41	15	16	32	39	5	2	37	0	1	1	31	0	0		0	0	0	0 :	22	1	1	2	0	5	2	219
08:30 AM	18	3	3	0	0	46	9	8	126	9	3	43	10	18	23	53	3	C	50	0	0	0	40	0	0		0	0	0	0	17	5	1	1	0	6	6	220
08:45 AM	11	2	1	3	0	57	16	9	129	8	6	44	9	19	23	25	5	2	45	0	1	4	18	0	0		0	0	0	0 :	21	1	1	0	0	4	. 2	233
09:00 AM	21	ţ	5	5	0	56	21	4	205	13	2	41	8	25	28	88	3	C	51	0	2	3	44	0	0		0	0	0	0 :	32	2	1	2	0	3	1	245
PEAK HOUR TOTALS	62	16	1	1	0	188	73	32	578	40	15	169	42	78	106	205	16	4	183	0	4	8	133	0	0	() (,	9	92	9	4	5	0	18	11	INTERSECTION
ALL MOVEMENTS				29	3					395									195							0								34				917
% HV				5	%					10%								•	8%			•				N/A								26%				9%
PHF				0.	89							0.95							0.87							N/A								0.65				0.94

 Peds = Pedestrians
 Bikes = Bicycles
 TURNING MOVEMENTS REDUCTION SHEET

 HV = Heavy Vehicles
 PHF = Peak Hour Factor
 AM PEAK HOUR: FROM 8:00 TO 9:00 AM

REDUCED BY: CN DATE OF REDUCTION: 2/7/2015



LOGATION.		*****	une Av	ciiac	e Lune	O								בואכ	0. 0							., 0, 20 .	•							000.		• • • •				Olentin
		Seatt	le, WA											TIME	OF CC	OUNT:					5:00 -	6:00 F	M							WEAT	THER:					Overcast
TIME			F	ROM ((1)					F	ROM (2	2)					F	ROM (3)					F	ROM ((4)					F	ROM (5)			1
INTERVAL			West	lake A	venue					8tl	n Avenu	ıe					West	ake Av	enue/					Lei	nora Si	treet					8t	h Aven	ue			INTERVAL
ENDING			(Fr	om No	orth)					(Fr	om Eas	st)					(Fre	m Sou	ıth)					(Fi	om W	est)					(Fron	n North	west)			TOTALS
AT	Peds	HV	Bikes	(2)	(3)	(4)	(5)	Peds	HV	Bikes	(1)	(3)	(4)	(5)	Peds	н٧	Bikes	(1)	(2)	(4)	(5)	Peds	HV	Bikes	(1)	(2)	(3)	(5)	Peds	н٧	Bikes	(1)	(2)	(3)	(4)	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	0	0	0	0	0	0	0) () () (0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	С	0	0	0	0	0	0	0	0	0	0) () () () C	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	С	0	0	0	0	0	0	0	0	0	0) () () () C	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	0	0	0	0	0	0	0) () () (0 0	0	0	0	0	0	0	0
05:15 PM	27	3	4	0	28	12	6	223	11	20	47	4	21	66	55	1	2	46	0	1	2	46	0	0	0) () () (36	1	0	2	0	9	2	246
05:30 PM	31	0	1	0	42	12	3	218	14	14	39	8	28	46	67	0	5	40	0	1	2	43	0	0	0) () () (63	2	0	1	0	10	5	237
05:45 PM	25	1	3	0	34	15	1	249	6	11	43	8	31	43	57	0	5	46	0	2	6	45	0	0	0) () () (35	1	1	2	0	8	6	245
06:00 PM	40	4	3	0	32	19	8	155	8	17	35	4	32	36	51	1	2	50	0	1	2	33	0	0	0) () () (40	0	0	2	0	4	4	229
PEAK HOUR TOTALS	123	8	11	0	136	58	18	845	39	62	164	24	112	191	230	2	14	182	0	5	12	167	0	0	0	0	0	0	174	4	1	7	0	31	17	INTERSECTION
ALL MOVEMENTS	.10			212				2.0	30		491							199							0			, ,	111			55		<u> </u>		957
% HV				4%						8%								1%							N/A							7%				6%
PHF				0.90						0.89								0.92							N/A							0.86				0.97

Tue. 2/3/2015

COUNTED BY:

CN/RN

DATE OF COUNT:

Peds = Pedestrians Bikes = Bicycles
HV = Heavy Vehicles PHF = Peak Hour Factor

Westlake Avenue @ Lenora Street

LOCATION:

TURNING MOVEMENTS REDUCTION SHEET PM PEAK HOUR: FROM 5:00 TO 6:00 PM

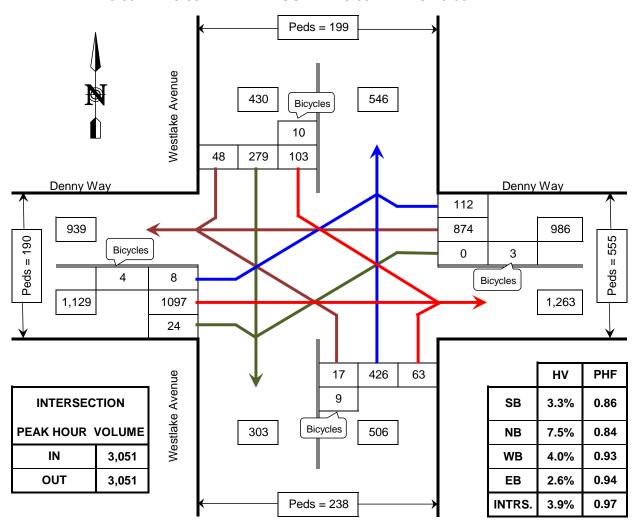
REDUCED BY: CN DATE OF REDUCTION: 2/10/2015





TURNING MOVEMENTS DIAGRAM

8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



PHF = Peak Hour Factor HV = Heavy Vehicles

Westlake Avenue @ Denny way

Seattle, WA

COUNTED BY: JH/RH DATE OF COUNT: Tue. 1/20/15

REDUCED BY: CN TIME OF COUNT: 8:00 AM - 9:00 AM

REDUCTION DATE: Wed. 1/21/15 WEATHER: Sunny



 LOCATION:
 Westlake Avenue @ Denny way
 DATE OF COUNT:
 Tue. 1/20/15
 COUNTED BY:
 JH/RH

 Seattle, WA
 TIME OF COUNT:
 8:00 AM - 9:00 AM
 WEATHER:
 Sunny

TIME INTERVAL ENDING			FROM NO						FROM SO						FROM E		I				FROM W Denny		N		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	29	5	0	27	82	16	52	7	2	3	99	16	87	7	1	0	203	29	23	6	0	3	290	8	776
08:30 AM	52	7	3	25	70	13	63	14	1	5	103	18	162	9	0	0	213	20	65	5	0	5	267	7	746
08:45 AM	63	1	1	24	63	13	58	9	1	2	95	15	156	13	0	0	226	29	52	10	1	0	273	2	742
09:00 AM	55	1	6	27	64	6	65	8	5	7	129	14	150	10	2	0	232	34	50	8	3	0	267	7	787
PEAK HOUR TOTALS	199	14	10	103	279	48	238	38	9	17	426	63	555	39	3	0	874	112	190	29	4	8	1097	24	INTERSECTION
ALL MOVEMENTS				430						506						986						3051			
% HV				3.3%						7.5%						4.0%						3.9%			
PEAK HOUR FACTOR			-	0.86						0.84						0.93						0.97			

PHF = Peak Hour Factor 8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM

 REDUCED BY:
 CN

 DATE OF REDUCTION:
 1/21/2015

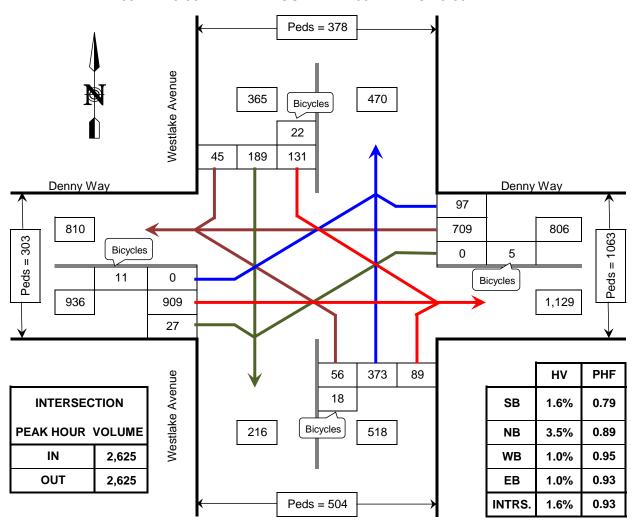
ROLLING HOUR COUNT

		- 1	FROM NO	ORTH O	N			1	FROM SO	о нти	N				FROM E	AST ON	ı				FROM W	EST O	N		
			Westlake	Avenu	е				Westlake	Avenu	е				Denny	/ Way					Denny	Way			INTERVAL TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	199	14	10	103	279	48	238	38	9	17	426	63	555	39	3	0	874	112	190	29	4	8	1097	24	3051



TURNING MOVEMENTS DIAGRAM

4:00 PM - 5:00 PM PEAK HOUR: 4:00 PM TO 5:00 PM



PHF = Peak Hour Factor HV = Heavy Vehicles

Westlake Avenue @ Denny Way

Seattle, WA

COUNTED BY: CN/RH DATE OF COUNT: Tue. 1/20/15

REDUCED BY: CN TIME OF COUNT: 4:00 PM - 5:00 PM

REDUCTION DATE: Wed. 1/21/15 WEATHER: Sunny



LOCATION:	Westlake Avenue @ Denny Way	DATE OF COUNT:	Tue. 1/20/15	COUNTED BY:	CN/RH
	Seattle WA	TIME OF COUNT:	4:00 PM - 5:00 PM	WEATHER:	Sunny

TIME			FROM NO		-				FROM SO		-				FROM E		I				FROM W		N		INTERVAL
ENDING			Westlake	Avenue	•				Westlake	Avenue	9				Denny	/ way					Denny	way			TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	96	1	4	23	51	10	149	3	5	13	82	15	197	2	1	0	174	18	75	4	3	0	211	6	603
04:30 PM	110	1	11	44	44	9	156	5	5	5	108	11	324	1	2	0	179	27	74	4	3	0	222	8	657
04:45 PM	90	2	1	36	59	20	100	5	5	21	88	36	285	2	0	0	173	23	78	0	2	0	240	12	708
05:00 PM	82	2	6	28	35	6	99	5	3	17	95	27	257	3	2	0	183	29	76	1	3	0	236	1	657
					400			40					1005		_	_			205				222		
PEAK HOUR TOTALS	378	6	22	131	189	45	504	18	18	56	373	89	1063	8	5	0	709	97	303	9	11	936	909	27	INTERSECTION
ALL MOVEMENTS				365						518						806						2625			
% HV				1.6%						3.5%						1.0%						1.6%			
PEAK HOUR FACTOR				0.79						0.89						0.95						0.93		0.93	

PHF = Peak Hour Factor 4:00 PM - 5:00 PM PEAK HOUR: 4:00 PM TO 5:00 PM

REDUCED BY: CN DATE OF REDUCTION: 1/21/2015

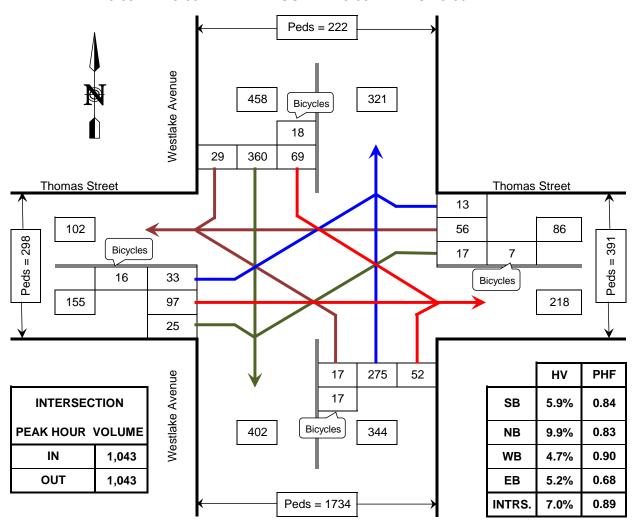
ROLLING HOUR COUNT

			FROM NO	ORTH O	N				FROM SC	OHTU	N				FROM E	AST ON	I				FROM W	EST O	N		
			Westlake	Avenu	е				Westlake	Avenue	9				Denny	/ Way					Denny	Way			INTERVAL
																									TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
1:00 PM - 2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	378	6	22	131	189	45	504	18	18	56	373	89	1063	8	5	0	709	97	303	9	11	0	909	27	2625



TURNING MOVEMENTS DIAGRAM

8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



PHF = Peak Hour Factor HV = Heavy Vehicles

Westlake Avenue @ Thomas Street

Seattle, WA

COUNTED BY: CM/SF DATE OF COUNT: Tue. 6/2/15

REDUCED BY: CN TIME OF COUNT: 8:00 AM - 9:00 AM

REDUCTION DATE: Thu. 6/4/15 WEATHER: Overcast



LOCATION:	Westlake Avenue @ Thomas Street	DATE OF COUNT:	Tue. 6/2/15	COUNTED BY:	CM/SF
	Seattle WA	TIME OF COUNT:	8:00 AM - 9:00 AM	WFATHER:	Overcast

TIME			ROM NO	ORTH C	N	FROM SOUTH ON FROM EAST ON FROM WEST ON																			
INTERVAL			Westlake	Avenu	e				Westlake	Avenu	е				Thomas	Street					INTERVAL				
ENDING					1																				TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM			0	0	0	0		0	0	0	0				0	0	0	0		0	0	0	0	0	0
	0	0				Ť	0			-	-	0	0	0			-	-	0						-
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	35	4	4	10	81	10	46	9	4	8	59	11	65	2	1	3	13	3	45	2	4	12	14	3	227
08:30 AM	59	9	5	18	73	6	53	8	6	2	90	12	113	1	1	5	12	6	92	2	4	11	40	6	281
08:45 AM	56	3	2	19	98	6	30	9	4	2	55	14	78	0	1	4	12	4	65	1	5	6	17	5	242
09:00 AM	72	11	7	22	108	7	1605	8	3	5	71	15	135	1	4	5	19	0	96	3	3	4	26	11	293
PEAK HOUR TOTALS	222	27	18	69	360	29	1734	34	17	17	275	52	391	4	7	17	56	13	298	8	16	33 155	97	25	INTERSECTION
ALL MOVEMENTS				458			344							86							1043				
% HV	5.9%								9.9%	9.9% 4.7%										7.0%					
PEAK HOUR FACTOR	0.84						0.83						0.90								0.89				

PHF = Peak Hour Factor 8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM

REDUCED BY: CN DATE OF REDUCTION: 6/4/2015

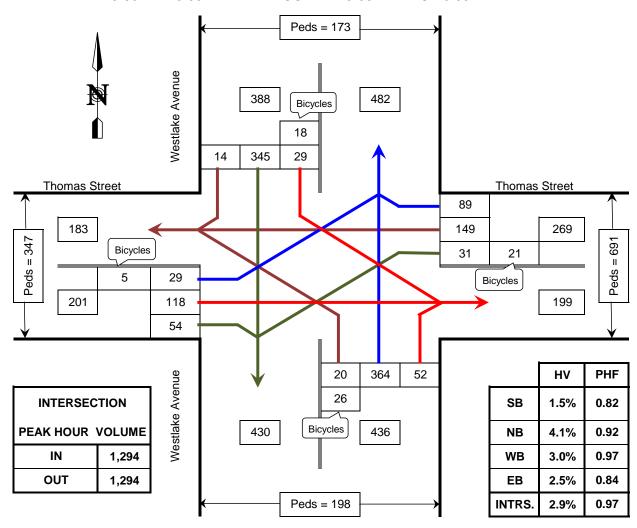
ROLLING HOUR COUNT

			FROM NO	RTH O	N				FROM SC	OHTU	N				FROM E	AST ON	ı								
			Westlake	Δνοηιι			Westlake Avenue						Thomas Street								INTERVAL				
			Westiake	Aveilu					Westiake	Avenu	-				THOMAS	o Otreet				TOTALS					
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	222	27	18	69	360	29	1734	34	17	17	275	52	391	4	7	17	56	13	298	8	16	33	97	25	1043



TURNING MOVEMENTS DIAGRAM

5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



PHF = Peak Hour Factor HV = Heavy Vehicles

Westlake Avenue @ Thomas Street

Seattle, WA

COUNTED BY: CM DATE OF COUNT: Tue. 6/2/15

REDUCED BY: CN TIME OF COUNT: 5:00 PM - 6:00 PM

REDUCTION DATE: Thu. 6/4/15 WEATHER: Overcast



LOCATION:	Westlake Avenue @ Thomas Street	DATE OF COUNT:	Tue. 6/2/15	COUNTED BY:	CM
	Seattle WA	TIME OF COUNT:	5:00 PM - 6:00 PM	WEATHER:	Overcast

TIME			FROM NO	ORTH O	N			ı	FROM S	OUTH O	N				FROM E	AST ON	1								
INTERVAL ENDING			Westlake	Avenue	е				Westlake	Avenue	9				Thomas	s Street					INTERVAL TOTALS				
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	TOTALS
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	39	0	4	3	66	1	51	4	11	6	96	16	159	4	5	11	37	21	76	2	0	4	42	12	315
05:30 PM	50	2	5	9	73	8	58	4	5	4	94	12	154	2	3	9	37	23	89	0	2	14	28	18	329
05:45 PM	38	1	6	6	100	3	41	4	4	4	88	13	173	0	10	5	42	19	85	2	1	4	18	14	316
06:00 PM	46	3	3	11	106	2	48	6	6	6	86	11	205	2	3	6	33	26	97	1	2	7	30	10	334
PEAK HOUR TOTALS	173	6	18	29	345	14	198	18	26	20	364	52	691		21	21	149	89	347	5	5	29	118	54	INTERSECTION
ALL MOVEMENTS	1/3	0	10	388	343	14	130	10	20	436	304	32	691 8 21 31 149 89 269							3	1294				
% HV	1.5%						4.1%						3.0%								2.9%				
PEAK HOUR FACTOR				0.82			0.92						0.97								0.97				

PHF = Peak Hour Factor 5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM

REDUCED BY: CN DATE OF REDUCTION: 6/4/2015

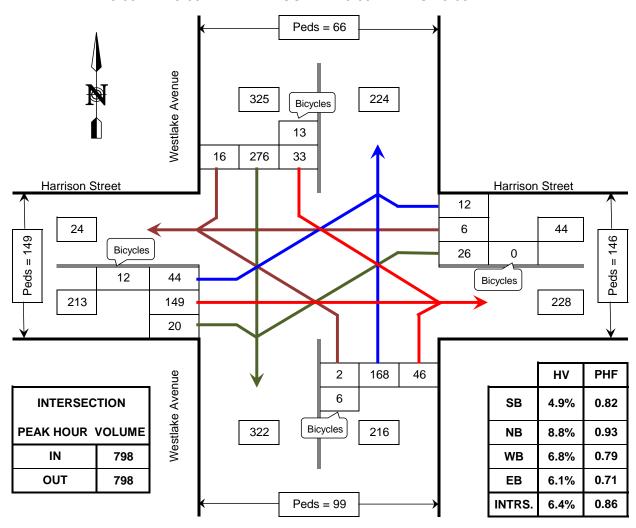
ROLLING HOUR COUNT

			FROM NO	ORTH O	N				FROM SC	UTH O	N				FROM E	AST ON											
			Westlake				Westlake Avenue							Thomas Street							Thomas Street						
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right			
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00 PM - 6:00 PM	173	6	18	29	345	14	198	18	26	20	364	52	691	8	21	31	149	89	347	5	5	29	118	54	1294		



TURNING MOVEMENTS DIAGRAM

8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



PHF = Peak Hour Factor HV = Heavy Vehicles

Westlake Avenue @ Harrison Street

Seattle, WA

COUNTED BY: RN/JH DATE OF COUNT: Tue. 6/2/15

REDUCED BY: CN TIME OF COUNT: 8:00 AM - 9:00 AM

REDUCTION DATE: Thu. 6/4/15 WEATHER: Rainy



LOCATION:	Westlake Avenue @ Harrison Street	DATE OF COUNT:	Tue. 6/2/15	COUNTED BY:	RN/JH
	Seattle, WA	TIME OF COUNT:	8:00 AM - 9:00 AM	WEATHER:	Rainy

TIME			FROM NO	RTH O	N				FROM SO	о нти	N				FROM E	AST ON	I				FROM W	EST ON	N		
INTERVAL			Westlake	Avenue	е				Westlake	e Avenu	e				Harriso	n Street					Harrison	n Street			INTERVAL
ENDING						l				I	I												I		TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																	4								-
08:15 AM	15	4	3	12	55	8	26	8	2	0	39	13	40	1	0	4	1	1	34	3	3	11	42	6	192
08:30 AM	20	3	2	6	53	3	30	3	1	0	38	14	16	0	0	5	3	5	38	2	2	9	24	5	165
08:45 AM	10	1	3	6	81	2	18	4	2	1	45	8	41	2	0	9	2	3	31	3	3	16	54	5	232
09:00 AM	21	8	5	9	87	3	25	4	1	1	46	11	49	0	0	8	0	3	46	5	4	8	29	4	209
PEAK HOUR TOTALS	66	16	13	33	276	16	99	19	6	2	168	46	146	3	0	26	6	12	149	13	12	44	149	20	INTERSECTION
ALL MOVEMENTS				325						216						44						213			798
% HV				4.9%						8.8%						6.8%						6.1%			6.4%
PEAK HOUR FACTOR				0.82						0.93						0.79						0.71			0.86

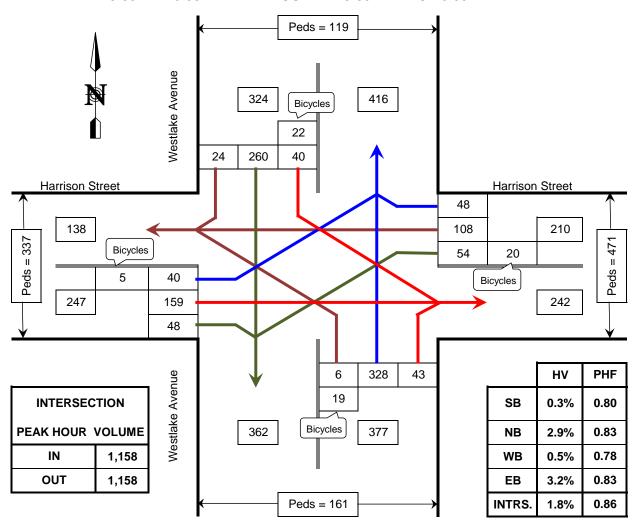
PHF = Peak Hour Factor 8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM

REDUCED BY: CN DATE OF REDUCTION: 6/4/2015

			FROM NO	DRTH O	N				FROM SC	UTH O	N				FROM E	AST ON					FROM W	EST O	4		
			Westlake	Avenue	е				Westlake	Avenue	•				Harriso	1 Street					Harrisor	Street			INTERVAL TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	TOTALS
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	66	16	13	33	276	16	99	19	6	2	168	46	146	3	0	26	6	12	149	13	12	44	149	20	798



5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



PHF = Peak Hour Factor HV = Heavy Vehicles

Westlake Avenue @ Harrison Street

Seattle, WA

COUNTED BY: CN/RK DATE OF COUNT: Tue. 6/2/15

REDUCED BY: CN TIME OF COUNT: 5:00 PM - 6:00 PM

REDUCTION DATE: Thu. 6/4/15 WEATHER: Rainy



LOCATION:	Westlake Avenue @ Harrison Street	DATE OF COUNT:	Tue. 6/2/15	COUNTED BY:	CN/RK
	Seattle, WA	TIME OF COUNT:	5:00 PM - 6:00 PM	WEATHER:	Rainy

TIME			FROM NO	RTH O	N			-	FROM SC	о нти	N				FROM E	AST ON	ı				FROM W	EST OF	N		
INTERVAL			Westlake	Avenue	е				Westlake	Avenu	е				Harriso	n Street					Harriso	n Street			INTERVAL
ENDING																									TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM					0					0				0		0						0			0
	0	0	0	0	-	0	0	0	0		0	0	0		0		0	0	0	0	0		0	0	-
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	31	0	4	11	55	9	27	4	6	2	64	4	122	0	1	6	21	9	72	3	0	10	39	6	236
05:30 PM	27	0	6	9	46	5	32	2	3	1	96	16	119	0	8	11	24	12	83	3	2	13	34	14	281
05:45 PM	35	0	6	3	89	9	51	2	2	2	74	11	124	1	3	17	31	12	89	0	1	6	41	10	305
06:00 PM	26	1	6	17	70	1	51	3	8	1	94	12	106	0	8	20	32	15	93	2	2	11	45	18	336
PEAK HOUR TOTALS	119	1	22	40	260	24	161	11	19	6	328	43	471	1	20	54	108	48	337	8	5	40	159	48	INTERSECTION
ALL MOVEMENTS				324						377						210						247			1158
% HV				0.3%						2.9%						0.5%						3.2%			1.8%
PEAK HOUR FACTOR				0.80						0.83						0.78						0.83			0.86

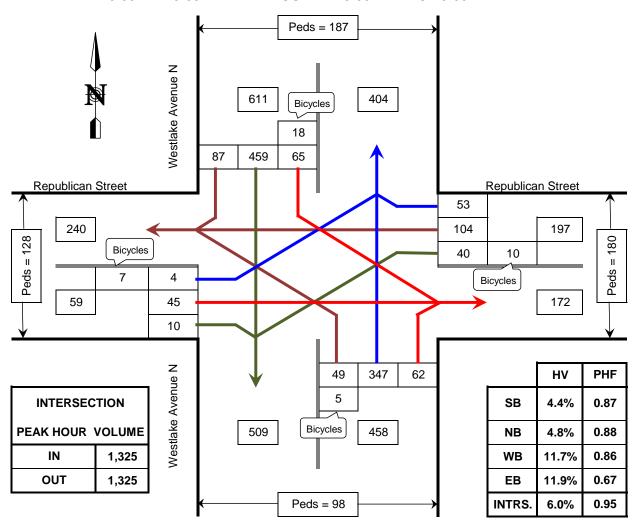
PHF = Peak Hour Factor 5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM

REDUCED BY: CN DATE OF REDUCTION: 6/4/2015

													1						1					- 1	
			FROM NO	ORTH O	N				FROM SC	O HTU	N				FROM E	AST ON					FROM W	EST ON	ı		
			Westlake	Avenu	е				Westlake	Avenu	е				Harriso	n Street					Harrisor	Street			INTERVAL
																									TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	119	1	22	40	260	24	161	11	19	6	328	43	471	1	20	54	108	48	337	8	5	40	159	48	1158



8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



PHF = Peak Hour Factor HV = Heavy Vehicles

Westlake Avenue N @ Republican Street

Seattle, WA

COUNTED BY: JH/RH DATE OF COUNT: Wed. 1/21/15

REDUCED BY: CN TIME OF COUNT: 8:00 AM - 9:00 AM

REDUCTION DATE: Wed. 1/21/15 WEATHER: Sunny



LOCATION: Westlake Avenue N @ Republican Street DATE OF COUNT: Wed. 1/21/15 COUNTED BY: JH/RH

Seattle, WA TIME OF COUNT: 8:00 AM - 9:00 AM WEATHER: Sunny

TIME INTERVAL ENDING			FROM NO						FROM So		-			ı	FROM E		-				FROM W		-		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	32	9	3	17	135	24	11	5	0	12	81	15	45	3	3	9	23	3	14	2	2	0	6	2	327
08:30 AM	48	5	5	17	108	18	42	6	2	8	105	17	43	12	0	9	29	16	45	1	1	0	15	7	349
08:45 AM	42	5	7	16	102	21	23	3	3	6	74	16	50	5	5	8	32	17	37	2	3	2	16	1	311
09:00 AM	65	8	3	15	114	24	22	8	0	23	87	14	42	3	2	14	20	17	32	2	1	2	8	0	338
PEAK HOUR TOTALS	187	27	18	65	459	87	98	22	5	49	347	62	180	23	10	40	104	53	128	7	7	4	45	10	INTERSECTION
ALL MOVEMENTS				611						458						197						59			1325
% HV				4.4%						4.8%						11.7%						11.9%			6.0%
PEAK HOUR FACTOR				0.87						0.88						0.86						0.67			0.95

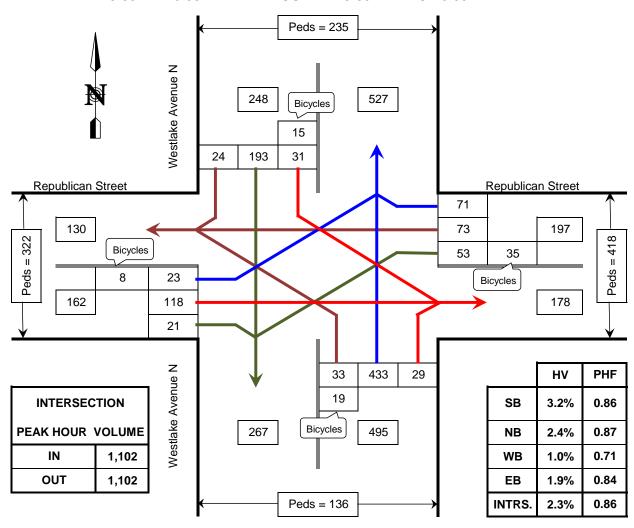
PHF = Peak Hour Factor 8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM

 REDUCED BY:
 CN
 DATE OF REDUCTION:
 1/21/2015

																								-	
			FROM NO	ORTH O	N				FROM SC	O HTU	N				FROM E	AST ON					FROM W	EST O	١		
			Vestlake .	Δvenue	N			v	Vestlake	Avenue	N				Republic	an Stree	ıt				Republica	n Stree	at .		INTERVAL
			restiane	Avenue					TOSTIGNO	Avenue					керивно	un once	•				псравнос	iii Oti cc			TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	н٧	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	187	27	18	65	459	87	98	22	5	49	347	62	180	23	10	40	104	53	128	7	7	4	45	10	1325



5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



PHF = Peak Hour Factor HV = Heavy Vehicles

Westlake Avenue N @ Republican Street

Seattle, WA

COUNTED BY: SN/PW DATE OF COUNT: Wed. 1/21/15

REDUCED BY: CN TIME OF COUNT: 5:00 PM - 6:00 PM

REDUCTION DATE: Wed. 1/21/15 WEATHER: Sunny



 LOCATION:
 Westlake Avenue N @ Republican Street
 DATE OF COUNT:
 Wed. 1/21/15
 COUNTED BY:
 SN/PW

 Seattle, WA
 TIME OF COUNT:
 5:00 PM - 6:00 PM
 WEATHER:
 Sunny

TIME INTERVAL ENDING			FROM NO						FROM So		-				FROM E		-				FROM W		-		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	67	5	3	10	56	6	36	3	5	9	126	8	102	1	10	20	18	31	73	1	5	4	28	5	321
05:30 PM	60	1	6	10	48	3	43	1	3	4	91	5	106	0	9	9	15	20	76	0	0	8	36	4	253
05:45 PM	52	1	3	6	40	5	28	3	6	17	93	10	132	0	10	10	24	9	102	2	2	5	24	7	250
06:00 PM	56	1	3	5	49	10	29	5	5	3	123	6	78	1	6	14	16	11	71	0	1	6	30	5	278
PEAK HOUR TOTALS	235	8	15	31	193	24	136	12	19	33	433	29	418	2	35	53	73	71	322	3	8	23	118	21	INTERSECTION
ALL MOVEMENTS				248						495						197						162			1102
% HV				3.2%						2.4%						1.0%						1.9%			2.3%
PEAK HOUR FACTOR				0.86						0.87						0.71						0.84			0.86

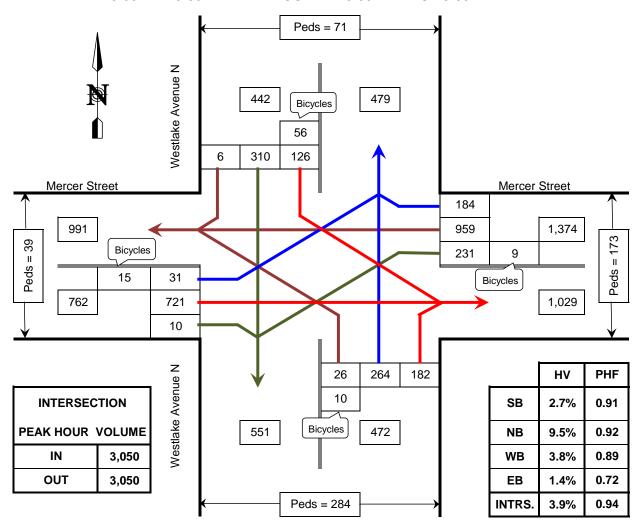
PHF = Peak Hour Factor 5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM

 REDUCED BY:
 CN
 DATE OF REDUCTION:
 1/21/2015

			FROM NO	ORTH O	N				FROM SC	O HTU	N				FROM E	AST ON					FROM W	EST O	1		
			Vestlake .	Avenue	N			v	Vestlake i	Avenue	N				Republic	an Stree	t				Republica	n Stree	of		INTERVAL
			- Tooliano					•	rootiano i						коравно	01.00	•				торивно	0 0.			TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	235	8	15	31	193	24	136	12	19	33	433	29	418	2	35	53	73	71	322	3	8	23	118	21	1102



8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



PHF = Peak Hour Factor HV = Heavy Vehicles

Westlake Avenue N @ Mercer Street

Seattle, WA

COUNTED BY: SN/PW DATE OF COUNT: Tue. 1/27/15

REDUCED BY: CN TIME OF COUNT: 8:00 AM - 9:00 AM

REDUCTION DATE: Wed. 1/28/15 WEATHER: Overcast



 LOCATION:
 Westlake Avenue N @ Mercer Street
 DATE OF COUNT:
 Tue. 1/27/15
 COUNTED BY:
 SN/PW

 Seattle, WA
 TIME OF COUNT:
 8:00 AM - 9:00 AM
 WEATHER:
 Overcast

TIME INTERVAL ENDING			FROM NO						FROM So						FROM E		I				FROM W		N		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	22	2	17	33	70	0	83	8	6	2	76	50	51	9	3	50	216	54	16	0	1	1	98	0	650
08:30 AM	16	6	8	37	84	0	69	12	2	7	67	51	33	15	0	61	268	32	7	1	2	9	181	1	798
08:45 AM	12	3	14	29	81	5	62	12	0	6	59	39	53	13	2	62	267	55	8	7	9	12	194	3	812
09:00 AM	21	1	17	27	75	1	70	13	2	11	62	42	36	15	4	58	208	43	8	3	3	9	248	6	790
22.207.00					1.0		. 3	.0						.0				.0							
PEAK HOUR TOTALS	71	12	56	126	310	6	284	45	10	26	264	182	173	52	9	231	959	184	39	11	15	31	721	10	INTERSECTION
ALL MOVEMENTS				442						472						1374						762			3050
% HV				2.7%						9.5%						3.8%						1.4%			3.9%
PEAK HOUR FACTOR				0.91						0.92						0.89						0.72			0.94

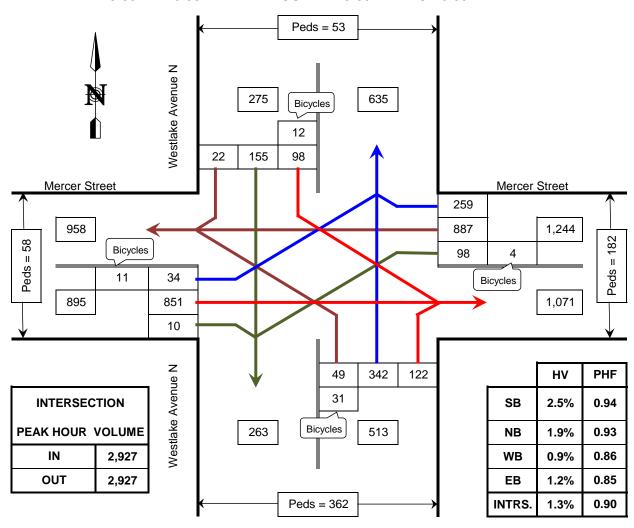
PHF = Peak Hour Factor 8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM

 REDUCED BY:
 CN
 DATE OF REDUCTION:
 1/28/2015

			FROM NO	ORTH O	N				FROM SC	о нти	N				FROM E	AST ON					FROM W	EST OF	4		
		١	Vestlake .	Avenue	N			v	Vestlake i	Avenue	N				Mercer	Street					Mercer	Street			INTERVAL
																									TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	71	12	56	126	310	6	284	45	10	26	264	182	173	52	9	231	959	184	39	11	15	31	721	10	3050



5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



PHF = Peak Hour Factor HV = Heavy Vehicles

Westlake Avenue N @ Mercer Street

Seattle, WA

COUNTED BY: SN/PW DATE OF COUNT: Tue. 1/27/15

REDUCED BY: CN TIME OF COUNT: 5:00 PM - 6:00 PM

REDUCTION DATE: Wed. 1/28/15 WEATHER: Rainy



 LOCATION:
 Westlake Avenue N @ Mercer Street
 DATE OF COUNT:
 Tue. 1/27/15
 COUNTED BY:
 SN/PW

 Seattle, WA
 TIME OF COUNT:
 5:00 PM - 6:00 PM
 WEATHER:
 Rainy

TIME INTERVAL ENDING			FROM NO						FROM So		-				FROM E		I				FROM W		N		INTERVAL TOTALS		
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right			
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:15 PM	8	5	3	8	55	10	113	0	10	10	100	23	45	5	0	20	193	48	3	0	3	3	213	0	683		
05:30 PM	16	1	6	29	33	1	106	5	8	13	89	36	43	1	1	30	215	79	21	1	1	10	196	1	732		
05:45 PM	17	0	2	28	37	8	72	3	10	14	85	16	53	3	2	18	223	57	16	7	2	12	194	3	695		
06:00 PM	12	1	1	33	30	3	71	2	3	12	68	47	41	2	1	30	256	75	18								
PEAK HOUR TO		-	40				200	40	24				400	44						INTERREPORT							
PEAK HOUR TOTALS	53	7	12	98	155	22	362	10	31	49	342	122	182	11	4	98	887	259	58	11	11	34	851	10	INTERSECTION		
ALL MOVEMENTS				275						513						1244						895			2927		
% HV				2.5%						1.9%						0.9%			 			1.2%			1.3%		
PEAK HOUR FACTOR	OR 0.94 0.93										l			0.86						0.85			0.90				

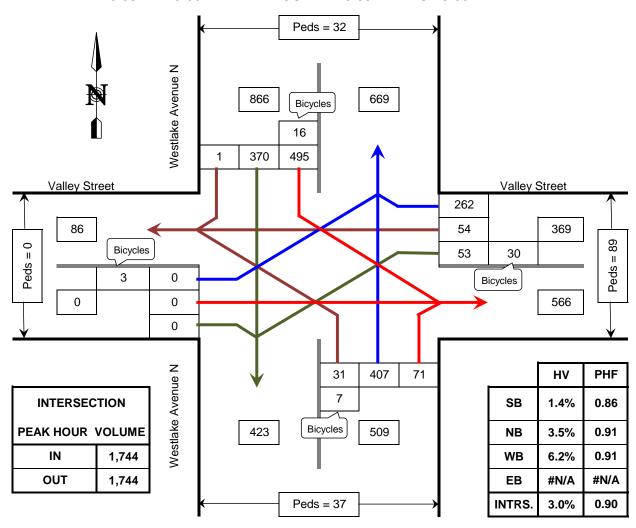
PHF = Peak Hour Factor 5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM

REDUCED BY: CN DATE OF REDUCTION: 1/28/2015

																			ı						
		- 1	FROM NO	ORTH O	N				FROM SC	OUTH O	N				FROM E	AST ON	l				FROM W	EST ON	1		
		٧	Vestlake .	Avenue	N			V	Vestlake .	Avenue	N				Mercer	Street					Mercer	Street			INTERVAL
_																									TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	53	7	12	98	155	22	362	10	31	49	342	122	182	11	4	98	887	259	58	11	11	34	851	10	2927



8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



PHF = Peak Hour Factor HV = Heavy Vehicles

Westlake Avenue N @ Valley Street

Seattle, WA

COUNTED BY: JH/VT DATE OF COUNT: Tue. 1/27/15

REDUCED BY: CN TIME OF COUNT: 8:00 AM - 9:00 AM

REDUCTION DATE: Sat. 2/7/15 WEATHER: Rainy



LOCATION:	Westlake Avenue N @ Valley Street	DATE OF COUNT:	Tue. 1/27/15	COUNTED BY:	JH/VT
	Seattle, WA	TIME OF COUNT:	8:00 AM - 9:00 AM	WEATHER:	Rainy

TIME INTERVAL ENDING			FROM NO						FROM So						FROM E		ı				FROM W		١		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	7	3	8	137	83	0	6	3	3	8	87	14	16	5	3	6	12	69	0	0	1	0	0	0	416
08:30 AM	3	5	0	117	91	0	10	2	0	9	91	20	14	6	9	16	17	58	0	0	2	0	0	0	419
08:45 AM	2	2	5	145	108	0	14	1	3	7	117	16	27	5	12	13	17	60	0	0	0	0	0	0	483
09:00 AM	20	2	3	96	88	1	7	12	1	7	112	21	32	7	6	18	8	75	0	426					
PEAK HOUR TOTALS	32	12	16	495	370	1 37 18 7 31 407 71 89 23 30 53 54 262 0 0 3 0 0 0 I											INTERSECTION								
ALL MOVEMENTS				866						509						369						0			1744
% HV				1.4%						3.5%						6.2%						#N/A			3.0%
PEAK HOUR FACTOR				0.86						0.91						0.91						#N/A			0.90

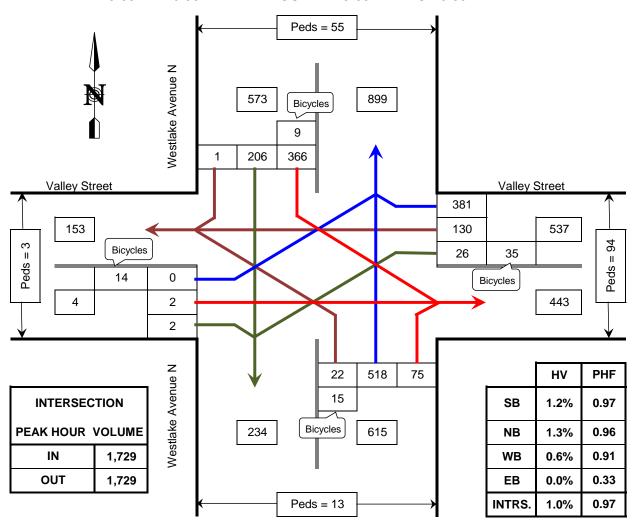
PHF = Peak Hour Factor 8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM

REDUCED BY: CN DATE OF REDUCTION: 2/7/2015

																								1	
			FROM NO	ORTH O	N				FROM SC	UTH O	N				FROM E	AST ON	l				FROM W	EST OF	4		
		١	Vestlake .	Avenue	N			v	Vestlake .	Avenue	N				Valley	Street					Valley	Street			INTERVAL TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	32	12	16	495	370	1	37	18	7	31	407	71	89	23	30	53	54	262	0	0	3	0	0	0	1744



5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



PHF = Peak Hour Factor HV = Heavy Vehicles

Westlake Avenue N @ Valley Street

Seattle, WA

COUNTED BY: PB/VT DATE OF COUNT: Tue. 1/27/15

REDUCED BY: CN TIME OF COUNT: 5:00 PM - 6:00 PM

REDUCTION DATE: Sat. 2/7/15 WEATHER: Rainy



LOCATION:	Westlake Avenue N @ Valley Street	DATE OF COUNT:	Tue. 1/27/15	COUNTED BY:	PB/VT
	Seattle, WA	TIME OF COUNT:	5:00 PM - 6:00 PM	WEATHER:	Rainy

TIME			FROM NO	ORTH O	N				FROM SC	о нти	N				FROM E	AST ON	ı				FROM W	EST O	١		
INTERVAL		١	Nestlake .	Avenue	N			٧	Vestlake	Avenue	N				Valley	Street					Valley	Street			INTERVAL
ENDING																									TOTALS
AT	Peds	HV	Bicycle		Thru		Peds		Bicycle		Thru		Peds	HV	Bicycle	Left		Right			Bicycle			Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
														_							0	0	0	0	-
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	15	5	4	92	54	0	4	2	4	5	134	18	13	2	15	2	22	86	0	0	2	0	0	1	414
05:30 PM	15	0	3	97	50	0	1	2	5	6	134	20	31	0	8	5	39	90	1	0	5	0	2	1	444
05:45 PM	8	0	0	87	53	0	7	2	4	4	129	20	21	1	8	12	31	102	1	0	4	0	0	0	438
06:00 PM	17	2	2	90	49	1	1	2	2	7	121	17	29	0	4	7	38	103	1	0	3	0	0	0	433
PEAK HOUR TOTALS	55	7	9	366	206	1	13	8	15	22	518	75	94	3	35	26	130	381	3	0	14	0	2	2	INTERSECTION
ALL MOVEMENTS				573						615						537						4			1729
% HV				1.2%						1.3%						0.6%						0.0%			1.0%
PEAK HOUR FACTOR	0.97 0.96													0.91						0.33			0.97		

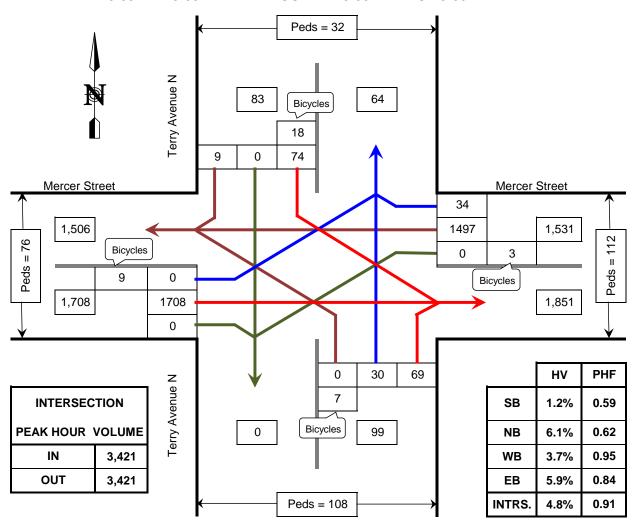
PHF = Peak Hour Factor 5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM

REDUCED BY: CN DATE OF REDUCTION: 2/7/2015

			FROM NO	DTU O	NI .				FROM SC	NITH O	u .				FROM E	AST ON			1		FROM W	EST ON			
			Vestlake						Vestlake						Valley		ı				Valley S				INTERVAL TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	55	7	9	366	206	1	13	8	15	22	518	75	94	3	35	26	130	381	3	0	14	0	2	2	1729



8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



PHF = Peak Hour Factor HV = Heavy Vehicles

Terry Avenue N @ Mercer Street

Seattle, WA

COUNTED BY: CM/SF DATE OF COUNT: Wed. 6/3/15

REDUCED BY: CN TIME OF COUNT: 8:00 AM - 9:00 AM

REDUCTION DATE: Thu. 6/4/15 WEATHER: Overcast



INTERSECTION TORNING MOVEMENTS REDUCTION SHEET

 LOCATION:
 Terry Avenue N @ Mercer Street
 DATE OF COUNT:
 Wed. 6/3/15
 COUNTED BY:
 CM/SF

 Seattle, WA
 TIME OF COUNT:
 8:00 AM - 9:00 AM
 WEATHER:
 Overcast

TIME INTERVAL ENDING			FROM No					I	FROM SO						FROM E		Ī				FROM W		N		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	5	0	4	11	0	3	13	2	1	0	10	21	14	9	0	0	361	6	18	14	0	0	344	0	756
08:30 AM	10	0	5	15	0	3	14	1	3	0	3	5	25	15	1	0	396	9	21	30	3	0	507	0	938
08:45 AM	8	1	5	34	0	1	31	2	2	0	9	31	34	16	0	0	371	8	17	23	3	0	469	0	923
09:00 AM	9	0	4	14	0	2											11	20	34	3	0	388	0	804	
PEAK HOUR TOTALS	32	1	18	74	0	9	108	6	7	0	30	69	112	56	3	0	1497	34	76	101	9	0	1708	0	INTERSECTION
ALL MOVEMENTS				83						99						1531						1708			3421
% HV				1.2%	•	•			•	6.1%	,	•		•		3.7%	,	•			•	5.9%	•	,	4.8%
PEAK HOUR FACTOR	0.59									0.62					•	0.95						0.84			0.91

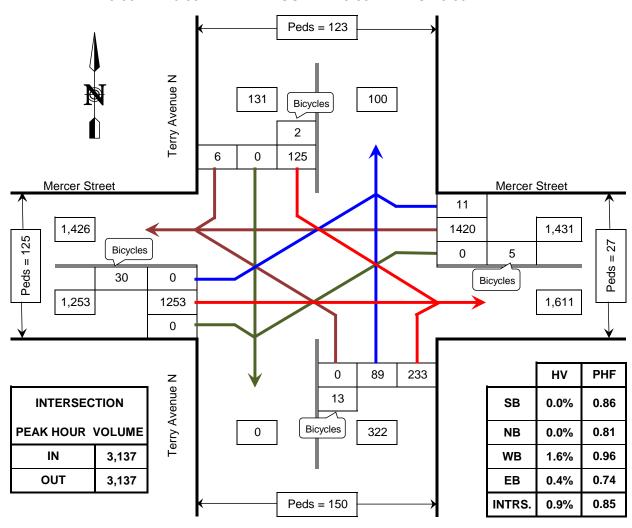
PHF = Peak Hour Factor 8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM

 REDUCED BY:
 CN
 DATE OF REDUCTION:
 6/4/2015

			FROM NO	ORTH O	N				FROM SC	O HTU	N				FROM E	AST ON	l				FROM W	EST O	N		
			Terry Av	enue N	l				Terry Av	enue N					Mercer	Street					Mercer	Street			INTERVAL TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	32	1	18	74	0	9	108	6	7	0	30	69	112	56	3	0	1497	34	76	101	9	0	1708	0	3421



5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



PHF = Peak Hour Factor HV = Heavy Vehicles

Terry Avenue N @ Mercer Street

Seattle, WA

COUNTED BY: CM/RK DATE OF COUNT: Wed. 6/3/15

REDUCED BY: CN TIME OF COUNT: 5:00 PM - 6:00 PM

REDUCTION DATE: Thu. 6/4/15 WEATHER: Overcast



LOCATION:	Terry Avenue N @ Mercer Street	DATE OF COUNT:	Wed. 6/3/15	COUNTED BY:	CM/RK
	Seattle, WA		5:00 PM - 6:00 PM	WEATHER:	Overcast

TIME INTERVAL ENDING		l	FROM No						FROM So						FROM E		I				FROM W		N		INTERVAL TOTALS		
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right			
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:15 PM	16	0	1	21	0	0	16	0	4	0	57	43	6	9	0	0	355	1	28	0	9	0	271	0	748		
05:30 PM	34	0	1	38	0	0	27	0	3	0	9	44	14	5	2	0	342	3	32	2	11	0	252	0	688		
05:45 PM	35	0	0	31	0	3	42	0	1	0	9	70	4	4	1	0	355	1	25	2	5	0	305	0	774		
06:00 PM	38	0	0	35	0	3	65	0	5	0	14	76	3	5	2	0	368	6	40								
PEAK HOUR TOTALS	123	0	2	125	0	6	150	0	0 13 0 89 233 27 23 5 0 1420 11 125 5 30 0 1253 0											INTERSECTION							
ALL MOVEMENTS				131						322						1431						1253			3137		
% HV				0.0%					-	0.0%						1.6%						0.4%			0.9%		
PEAK HOUR FACTOR				0.86						0.81						0.96						0.74			0.85		

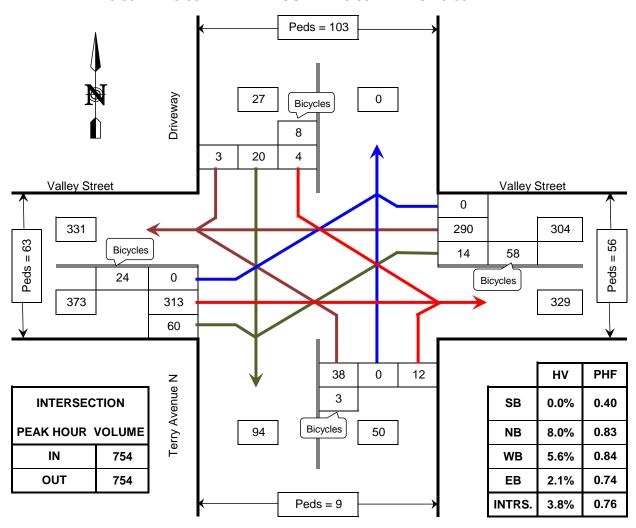
PHF = Peak Hour Factor 5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM

REDUCED BY: CN DATE OF REDUCTION: 6/4/2015

			FROM NO	ORTH O	N			1	FROM SC	OHTU	N				FROM E	AST ON	l				FROM W	EST O	١		
			Terry Av	enue N	İ				Terry Av	enue N					Mercer	Street					Mercer	Street			INTERVAL
									,																TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	123	0	2	125	0	6	150	0	13	0	89	233	27	23	5	n	1420	11	125	5	30	0	1253	0	3137



8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



PHF = Peak Hour Factor HV = Heavy Vehicles

Terry Avenue N @ Valley Street

Seattle, WA

COUNTED BY: JH DATE OF COUNT: Wed. 6/3/15

REDUCED BY: CN TIME OF COUNT: 8:00 AM - 9:00 AM

REDUCTION DATE: Thu. 6/4/15 WEATHER: Rainy



LOCATION:	Terry Avenue N @ Valley Street	DATE OF COUNT:	Wed. 6/3/15	COUNTED BY:	JH
	Seattle, WA	TIME OF COUNT:	8:00 AM - 9:00 AM	WEATHER:	Rainy

TIME INTERVAL ENDING		ı	FROM No		N			l	FROM So		· -				FROM E		I				FROM W		N		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	34	0	0	3	12	2	3	0	1	11	0	4	15	3	18	2	89	0	16	3	6	0	109	17	249
08:30 AM	14	0	0	1	5	0	2	1	0	9	0	2	6	5	10	6	59	0	13	0	5	0	51	12	145
08:45 AM	25	0	5	0	2	1	3	1	2	11	0	4	15	4	11	5	79	0	16	4	6	0	80	25	207
09:00 AM	30	0	3	0	1	0	1	2	0	7	0	2	20	5	19	1	63	0	18	1	7	0	73	6	153
PEAK HOUR TOTALS	103	0	8	4	20	3	9	4	3	38	0	12	56	17	58	14	290	0	63	8	24	0	313	60	INTERSECTION
ALL MOVEMENTS				27						50						304			373						754
% HV				0.0%						8.0%						5.6%			2.1%					3.8%	
PEAK HOUR FACTOR				0.40						0.83						0.84					0.76				

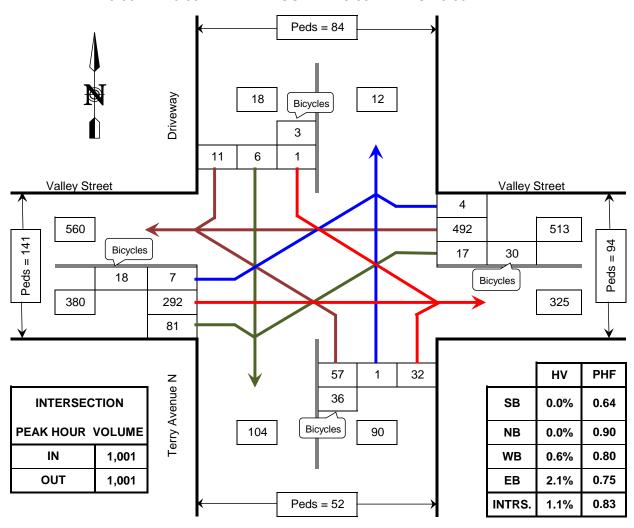
	The state of the s		
PHF = Peak Hour Factor	8:00 AM - 9:00 AM PEAK HOUR:	8:00 AM	TO 9:00 AM

REDUCED BY: CN DATE OF REDUCTION: 6/4/2015

			FROM NO	ORTH O	N				FROM SC	OHTU	N				FROM E	AST ON					FROM W	EST ON	١		
			Drive	way					Terry Av	enue N	I				Valley	Street					Valley	Street			INTERVAL TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	103	0	8	4	20	3	9	4	3	38	0	12	56	17	58	14	290	0	63	8	24	0	313	60	754



5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



PHF = Peak Hour Factor HV = Heavy Vehicles

Terry Avenue N @ Valley Street

Seattle, WA

COUNTED BY: SN DATE OF COUNT: Tue. 6/2/15

REDUCED BY: CN TIME OF COUNT: 5:00 PM - 6:00 PM

REDUCTION DATE: Thu. 6/4/15 WEATHER: Rainy



LOCATION:	Terry Avenue N @ Valley Street	DATE OF COUNT:	Tue. 6/2/15	COUNTED BY:	SN
	Seattle, WA	TIME OF COUNT:	5:00 PM - 6:00 PM	WEATHER:	Rainy

TIME INTERVAL ENDING			FROM NO		N			l	FROM SO						FROM E		I				FROM W		N		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	13	0	1	0	2	5	15	0	2	21	1	3	21	1	5	5	95	2	36	2	5	0	51	23	208
05:30 PM	31	0	2	0	0	1	7	0	5	12	0	9	23	1	13	8	143	1	36	5	7	6	99	21	300
05:45 PM	21	0	0	0	0	3	17	0	14	13	0	12	21	0	7	2	95	1	44	1	2	0	80	17	223
06:00 PM	19	0	0	1	4	2	13	0	15	11	0	8	29	1	5	2	159	0	25	0	4	1	62	20	270
55.30 T III	.5				•	_	.0		.0	- ' '	J	3			J		.55	3		3			JE		2.0
PEAK HOUR TOTALS	84	0	3	1	6	11	52	0	36	57	1	32	94	3	30	17	492	4	141	8	18	7	292	81	INTERSECTION
ALL MOVEMENTS				18		90 513 380							1001												
% HV				0.0%		0.0% 0.6% 2.1%							1.1%												
PEAK HOUR FACTOR				0.64			0.90 0.80 0.75								0.83										

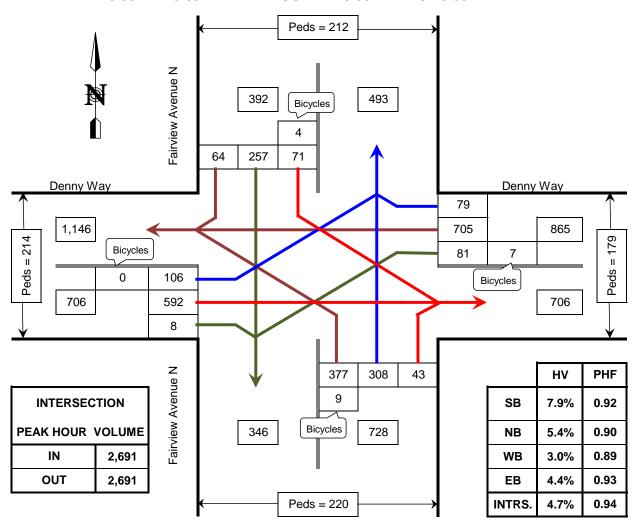
PHF = Peak Hour Factor 5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM

REDUCED BY: CN DATE OF REDUCTION: 6/4/2015

		- 1	FROM NO	ORTH C	N			- 1	FROM SC	OHTU	N				FROM E	AST ON	ı				FROM W	EST O	N		
			Drive	eway					Terry A	enue N					Valley	Street					Valley	Street			INTERVAL TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
I:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	84	0	3	1	6	11	52	0	36	57	1	32	94	3	30	17	492	4	141	8	18	7	292	81	1001



8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



PHF = Peak Hour Factor HV = Heavy Vehicles

Fairview Avenue N @ Denny Way

Seattle, WA

COUNTED BY: RN/YH DATE OF COUNT: Thu. 1/22/15

REDUCED BY: CN TIME OF COUNT: 8:00 AM - 9:00 AM

REDUCTION DATE: Fri. 1/23/15 WEATHER: Sunny



LOCATION:	Fairview Avenue N @ Denny Way	DATE OF COUNT:	Thu. 1/22/15	COUNTED BY:	RN/YH
	Seattle, WA	TIME OF COUNT:	8:00 AM - 9:00 AM	WEATHER:	Sunny

TIME INTERVAL ENDING			FROM NO						FROM So						FROM E		I				FROM W		١		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	43	6	2	8	64	17	47	11	0	97	72	12	34	7	2	17	156	11	65	5	0	27	146	4	631
08:30 AM	49	6	1	20	57	17	50	8	1	82	70	7	53	7	1	16	182	19	51	8	0	26	139	2	637
08:45 AM	54	7	0	18	69	19	52	10	2	103	89	11	36	4	3	22	175	24	36	11	0	28	161	0	719
09:00 AM	66	12	1	25	67	11	71	10	6	95	77	13	56	8	1	26	192	25	62	7	0	25	146	2	704
PEAK HOUR TOTALS	212	31	4	71	257	64	220	39	9	377	308	43	179	26	7	81	705	79	214	31	0	106	592	8	INTERSECTION
ALL MOVEMENTS		<u> </u>		392				30		728					,	865				, ,,	2691				
% HV				7.9%						5.4%						3.0%			706 4.4%						4.7%
PEAK HOUR FACTOR				0.92						0.90						0.89			0.93						0.94

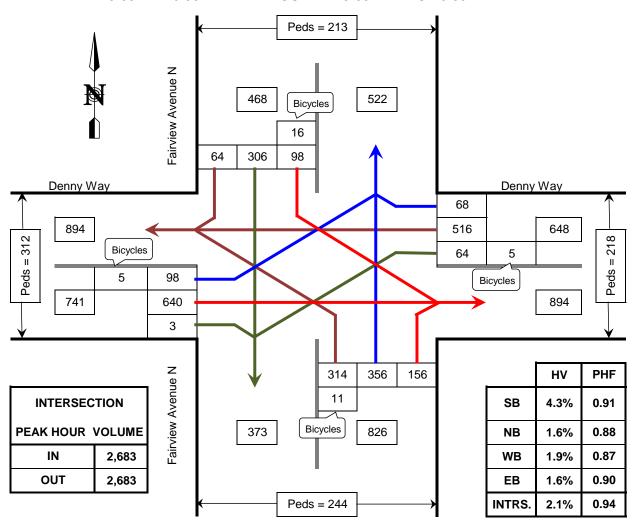
PHF = Peak Hour Factor 8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM

REDUCED BY: CN DATE OF REDUCTION: 1/23/2015

													1												
			FROM NO	ORTH O	N				FROM SC	O HTU	N				FROM E	AST ON	l				FROM W	EST ON	1		
			airview A	Avenue	N			F	airview /	Avenue	N				Denny	/ Wav					Denny	Wav			INTERVAL
																									TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	212	31	4	71	257	64	220	39	9	377	308	43	179	26	7	81	705	79	214	31	0	106	592	8	2691



5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



PHF = Peak Hour Factor HV = Heavy Vehicles

Fairview Avenue N @ Denny Way

Seattle, WA

COUNTED BY: RN/YH ___ DATE OF COUNT: <u>Thu. 1/22/15</u>

REDUCED BY: CN TIME OF COUNT: 5:00 PM - 6:00 PM

REDUCTION DATE: Fri. 1/23/15 WEATHER: Sunny



LOCATION:	Fairview Avenue N @ Denny Way	DATE OF COUNT:	Thu. 1/22/15	COUNTED BY:	RN/YH
	Seattle WA	TIME OF COUNT:	5:00 PM - 6:00 PM	WEATHER:	Sunny

TIME INTERVAL ENDING			FROM N						FROM So						FROM E		N				FROM W		N		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	н٧	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	49	4	4	24	75	21	39	2	3	77	88	42	49	4	2	14	110	19	73	2	1	24	182	0	676
05:30 PM	64	3	7	19	62	19	67	5	3	75	89	40	71	0	1	21	144	21	70	1	3	24	142	1	657
05:45 PM	55	8	3	29	77	14	68	2	1	78	79	23	49	4	1	15	133	16	83	6	0	23	151	1	639
06:00 PM	45	5	2	26	92	10	70	4	4	84	100	51	49	4	1	14	129	12	86	3	1	27	165	1	711
00.001141	40			20	32	10	70		-	0-7	100	31	40	_		17	123	12	00	3		۷.	103	<u> </u>	, , , ,
PEAK HOUR TOTALS	213	20	16	98	306	64	244	13	11	314	356	156	218	12	5	64	516	68	312	12	5	98	640	3	INTERSECTION
ALL MOVEMENTS				468						826						648						741			2683
% HV				4.3%						1.6%						1.9%						1.6%			2.1%
PEAK HOUR FACTOR				0.91						0.88						0.87						0.90			0.94

PHF = Peak Hour Factor 5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM

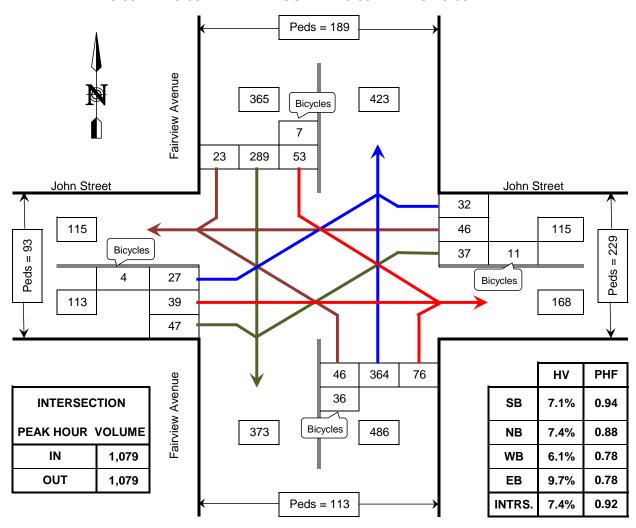
 REDUCED BY:
 CN

 DATE OF REDUCTION:
 1/23/2015

			FROM NO	DTU O	NI .				FROM SC	NITH O	u .		1		FROM E	10 T2A			1		FROM W	EST OF	J		
			Fairview A						Fairview /						Denny						Denny		•		INTERVAL TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	213	20	16	98	306	64	244	13	11	314	356	156	218	12	5	64	516	68	312	12	5	98	640	3	2683



8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



PHF = Peak Hour Factor HV = Heavy Vehicles

Fairview Avenue @ John Street

Seattle, WA

COUNTED BY: SN DATE OF COUNT: Tue. 6/9/15

REDUCED BY: CN TIME OF COUNT: 8:00 AM - 9:00 AM

REDUCTION DATE: Tue. 6/9/15 WEATHER: Sunny



LOCATION:	Fairview Avenue @ John Street	DATE OF COUNT:	Tue. 6/9/15	COUNTED BY:	SN
	Seattle, WA	TIME OF COUNT:	8:00 AM - 9:00 AM	WEATHER:	Sunny

TIME INTERVAL ENDING			FROM NO						FROM SO						FROM E		I				FROM W		N		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	32	6	1	10	78	6	32	10	10	14	95	29	35	0	3	8	2	9	18	2	1	7	3	7	268
08:30 AM	51	8	1	22	63	2	24	9	9	10	81	15	67	1	5	5	16	5	17	3	1	3	12	12	246
08:45 AM	62	3	2	10	74	3	39	13	13	10	98	12	65	5	1	10	15	8	28	3	2	12	9	12	273
09:00 AM	44	9	3	11	74	12	18	4	4	12	90	20	62	1	2	14	13	10	30	3	0	5	15	16	292
PEAK HOUR TOTALS	189	26	7	53	289	23	113	36	36	46	364	76	229	7	11	37	46	32	93	11	4	27	39	47	INTERSECTION
ALL MOVEMENTS	103		•	365	203		1.0	- 00	- 00	486	004			,		115		- 02	- 55		7	113	- 55	,	1079
% HV				7.1%						7.4%						6.1%						9.7%			7.4%
/6 FTV				1.170						1.4/0						0.176						J.1 /0			7.476
PEAK HOUR FACTOR				0.94						0.88						0.78						0.78			0.92

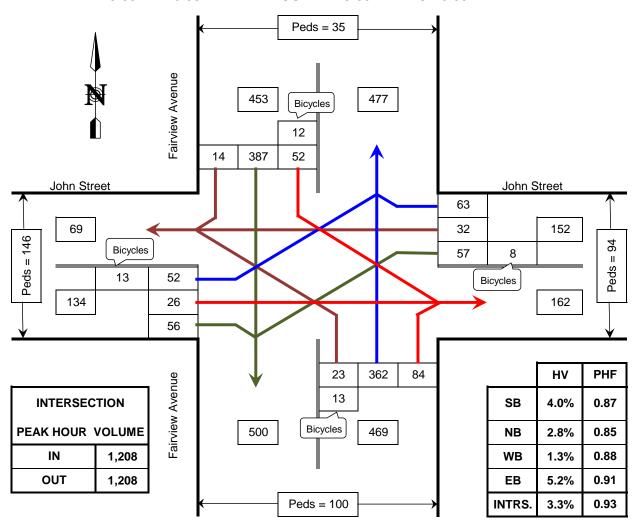
PHF = Peak Hour Factor 8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM

REDUCED BY: CN DATE OF REDUCTION: 6/9/2015

		- 1	FROM NO	ORTH O	N				FROM SC	UTH O	N				FROM E	AST ON	l				FROM W	EST ON	1		
			Fairview	Avenue	9				Fairview	Avenue	,				John :	Street					John S	Street			INTERVAL
																									TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	189	26	7	53	289	23	113	36	36	46	364	76	229	7	11	37	46	32	93	11	4	27	39	47	1079



5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



PHF = Peak Hour Factor HV = Heavy Vehicles

Fairview Avenue @ John Street

Seattle, WA

COUNTED BY: VT DATE OF COUNT: Tue. 6/2/15

REDUCED BY: CN TIME OF COUNT: 5:00 PM - 6:00 PM

REDUCTION DATE: Thu. 6/4/15 WEATHER: Overcast



LOCATION:	Fairview Avenue @ John Street	DATE OF COUNT:	Tue. 6/2/15	COUNTED BY:	VT
	Seattle WA	TIME OF COUNT:	5:00 PM - 6:00 PM	WEATHER:	Overcast

TIME			FROM NO	ORTH C	N			-	FROM SC	о нти	N				FROM E	AST ON	ı				FROM W	EST OF	N		
INTERVAL			Fairview	Avenu	е				Fairview	Avenue	•				John S	Street					John S	Street			INTERVAL
ENDING					1_						I												I		TOTALS
AT	Peds	HV	Bicycle				Peds		Bicycle			Right		HV	Bicycle	Left	Thru	Right			Bicycle			Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																									0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	6	5	3	9	93	4	18	3	2	3	111	24	14	0	3	13	5	18	40	2	1	15	2	20	317
05:30 PM	11	3	1	9	76	6	25	2	3	7	92	19	29	0	3	17	7	19	26	0	3	13	6	13	284
05:45 PM	10	6	3	13	111	2	32	2	5	4	65	13	25	1	2	16	9	17	32	1	6	13	9	11	283
06:00 PM	8	4	5	21	107	2	25	6	3	9	94	28	26	1	0	11	11	9	48	4	3	11	9	12	324
PEAK HOUR TOTALS	35	18	12	52	387	14	100	13	13	23	362	84	94	2	8	57	32	63	146	7	13	52	26	56	INTERSECTION
ALL MOVEMENTS				453						469						152						134			1208
% HV				4.0%						2.8%						1.3%						5.2%			3.3%
PEAK HOUR FACTOR				0.87						0.85						0.88						0.91			0.93

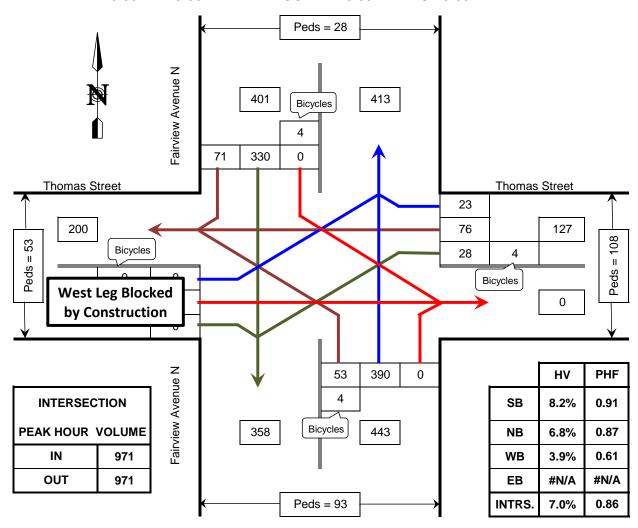
PHF = Peak Hour Factor 5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM
--

REDUCED BY: CN DATE OF REDUCTION: 6/4/2015

			FROM NO	ORTH O	N				FROM SC	UTH O	N				FROM E	AST ON					FROM W	FST O			
			Fairview						Fairview						John :						John S		•		INTERVAL TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	35	18	12	52	387	14	100	13	13	23	362	84	94	2	8	57	32	63	146	7	13	52	26	56	1208



8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



PHF = Peak Hour Factor HV = Heavy Vehicles

Fairview Avenue N @ Thomas Street

Seattle, WA

COUNTED BY: JH DATE OF COUNT: Thu. 1/22/15

REDUCED BY: CN TIME OF COUNT: 8:00 AM - 9:00 AM

REDUCTION DATE: Fri. 1/23/15 WEATHER: Sunny



LOCATION:	Fairview Avenue N @ Thomas Street	DATE OF COUNT:	Thu. 1/22/15	COUNTED BY:	JH
	Seattle WA	TIME OF COUNT:	8:00 AM - 9:00 AM	WEATHER:	Sunny

TIME INTERVAL ENDING			FROM NO						FROM So						FROM E		I				FROM W		N		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	6	8	1	0	82	21	23	7	1	8	83	0	25	2	1	6	10	5	8 .	0	0	0	0	0	215
08:30 AM	5	6	2	0	90	20	22	8	0	16	97	0	15	2	1	8	21	5	15	W	est Leg B	locked	by	0	257
08:45 AM	8	9	1	0	84	17	25	9	0	21	107	0	31	1	1	12	32	8	11		Constr	uction		0	281
09:00 AM	9	10	0	0	74	13	23	6	3	8	103	0	37	0	1	2	13	5	19	0	0	0	0	0	218
																						-			
PEAK HOUR TOTALS	28	33	4	0	330	71	93	30	4	53	390	0	108	5	4	28	76	23	53	0	0	0	0	0	INTERSECTION
ALL MOVEMENTS				401						443						127						0			971
% HV				8.2%						6.8%						3.9%						#N/A	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		7.0%
PEAK HOUR FACTOR				0.91						0.87						0.61						#N/A			0.86

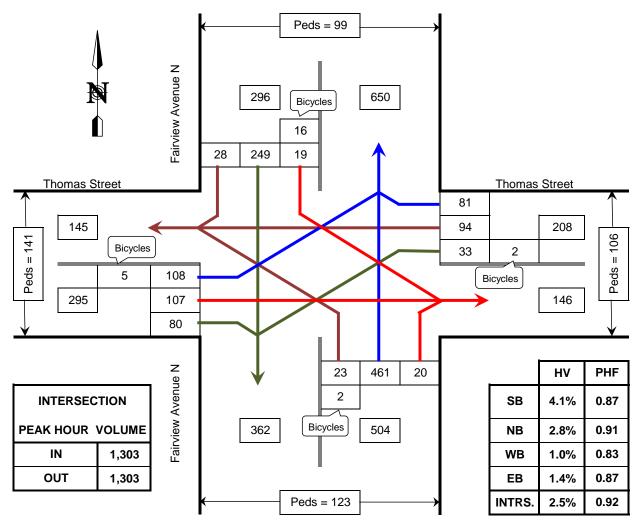
PHF = Peak Hour Factor	8:00 AM - 9:00 AM PEAK HOUR:	8:00 AM	TO 9:00 AM

REDUCED BY: CN DATE OF REDUCTION: 1/23/2015

			FROM NO	ORTH O	N		FROM SOUTH ON							FROM EAST ON							FROM WEST ON							
	Fairview Avenue N Fairview Avenue N														Thomas	s Street				INTERVAL TOTALS								
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right				
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM - 9:00 AM	28	33	4	0	330	71	93	30	4	53	390	0	108	5	4	28	76	23	53	0	0	0	0	0	971			



5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



PHF = Peak Hour Factor HV = Heavy Vehicles

Fairview Avenue N @ Thomas Street

Seattle, WA

COUNTED BY: JH DATE OF COUNT: Thu. 1/22/15

REDUCED BY: CN TIME OF COUNT: 5:00 PM - 6:00 PM

REDUCTION DATE: Fri. 1/23/15 WEATHER: Sunny



LOCATION:	Fairview Avenue N @ Thomas Street	DATE OF COUNT:	Thu. 1/22/15	COUNTED BY:	JH
	Seattle WA	TIME OF COUNT:	5:00 PM - 6:00 PM	WFATHER:	Sunny

TIME INTERVAL ENDING	FROM NORTH ON Fairview Avenue N							FROM SOUTH ON Fairview Avenue N							FROM E			INTERVAL TOTALS									
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	н٧	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right			
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:15 PM	21	3	2	6	54	12	25	3	0	2	112	3	12	1	2	12	21	20	31	2	1	17	29	25	313		
05:30 PM	33	1	6	7	60	3	55	3	2	8	104	3	31	0	0	5	15	18	48	0	0	33	21	13	290		
05:45 PM	27	5	4	6	72	7	20	3	0	7	121	5	42	0	0	2	30	22	36	1	3	27	28	17	344		
06:00 PM	18	3	4	0	63	6	23	5	0	6	124	9	21	1	0	14	28	21	26	1	1	31	29	25	356		
PEAK HOUR TOTALS	99	12	16	19	249	28	123	14	2	23	461	20	106	2	2	33	94	81	141	4	5	108	107	80	INTERSECTION		
ALL MOVEMENTS	- 55	296 504								.00			208	34	- 31	.41	-	, J	295	.07	- 50	1303					
% HV															1.0%						1.4%						
/0 FT V	4.1% 2.8%									1.0%								2.5%									
PEAK HOUR FACTOR			0.87						0.91			0.83								0.92							

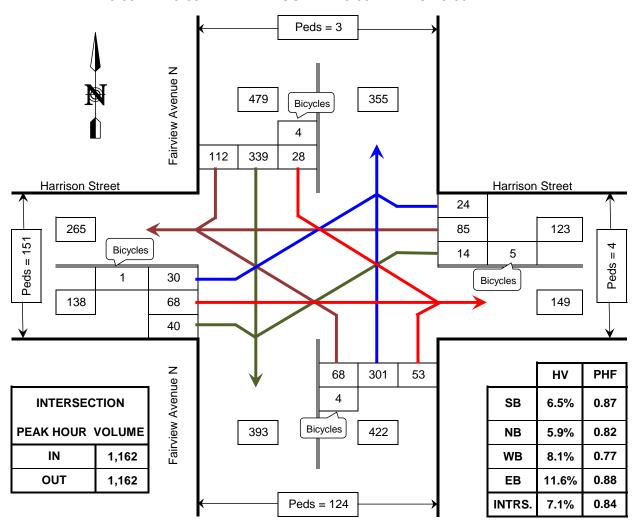
PHF = Peak Hour Factor 5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM

REDUCED BY: CN DATE OF REDUCTION: 1/23/2015

	FROM NORTH ON FROM SOUTH ON												1		FDOME	ACT ON											
							FROM SOUTH ON							FROM EAST ON							FROM WEST ON Thomas Street						
	Fairview Avenue N Fairview										N				Thomas	s Street				INTERVAL TOTALS							
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right			
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00 PM - 6:00 PM	99	12	16	19	249	28	123	14	2	23	461	20	106	2	2	33	94	81	141	4	5	108	107	80	1303		



8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



PHF = Peak Hour Factor HV = Heavy Vehicles

Fairview Avenue N @ Harrison Street

Seattle, WA

COUNTED BY: JH DATE OF COUNT: Thu. 1/22/15

REDUCED BY: CN TIME OF COUNT: 8:00 AM - 9:00 AM

REDUCTION DATE: Wed. 1/28/15 WEATHER: Rainy



LOCATION:	Fairview Avenue N @ Harrison Street	DATE OF COUNT:	Thu. 1/22/15	COUNTED BY:	JH
	Seattle, WA	TIME OF COUNT:	8:00 AM - 9:00 AM	WEATHER:	Rainy

TIME INTERVAL ENDING			FROM NO						FROM SO						FROM E		I				FROM W		-		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	6	1	3	52	25	20	3	0	9	59	13	3	0	0	1	18	1	24	1	0	2	15	8	206
08:30 AM	1	6	1	8	89	31	36	8	1	16	70	12	1	2	2	8	15	2	43	5	1	10	17	8	286
08:45 AM	0	9	1	7	98	29	25	7	0	18	82	14	0	2	0	2	21	15	30	5	0	9	17	13	325
09:00 AM	2	10	1	10	100	27	43	7	3	25	90	14	0	6	3	3	31	6	54	5	0	9	19	11	345
					,,,											-						-			
PEAK HOUR TOTALS	3	31	4	28	339	112	124	25	4	68	301	53	4	10	5	14	85	24	151	16	1	30	68	40	INTERSECTION
ALL MOVEMENTS				479						422						123						138			1162
% HV				6.5%						5.9%						8.1%						11.6%			7.1%
PEAK HOUR FACTOR				0.87						0.82						0.77						0.88			0.84

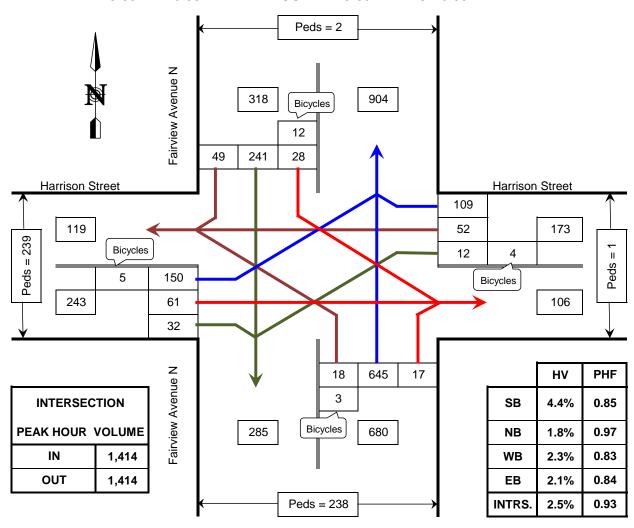
PHF = Peak Hour Factor 8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM

REDUCED BY: CN DATE OF REDUCTION: 1/28/2015

			FROM NO	жіно	N				FROM SC	UIHO	N				FROM E	ASION	l				FROM W	ESION			
			airview /	Avenue	N			F	airview A	venue	N				Harriso	n Street					Harrison	Street			INTERVAL
																								TOTALS	
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	3	31	4	28	339	112	124	25	4	68	301	53	4	10	5	14	85	24	151	16	1	30	68	40	1162



5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



PHF = Peak Hour Factor HV = Heavy Vehicles

Fairview Avenue N @ Harrison Street

Seattle, WA

COUNTED BY: JH DATE OF COUNT: Thu. 1/22/15

REDUCED BY: CN TIME OF COUNT: 5:00 PM - 6:00 PM

REDUCTION DATE: Wed. 1/21/15 WEATHER: Rainy



LOCATION:	Fairview Avenue N @ Harrison Street	DATE OF COUNT:	Thu. 1/22/15	COUNTED BY:	JH
	Seattle, WA	TIME OF COUNT:	5:00 PM - 6:00 PM	WEATHER:	Rainy

TIME		-	FROM NO	ORTH O	N			1	FROM SO	о нти	N				FROM E	AST ON	1				FROM W	EST O	N		
INTERVAL		F	airview .	Avenue	N			F	airview	Avenue	N				Harriso	n Street					Harrison	Street			INTERVAL
ENDING											I						I						I		TOTALS
AT	Peds	HV	Bicycle						Bicycle			Right			Bicycle			Right		HV	Bicycle			Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																									-
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	3	5	3	60	12	62	3	0	1	170	5	1	2	0	2	9	31	60	1	0	39	14	3	349
05:30 PM	1	2	1	6	69	7	52	2	2	5	168	3	0	1	1	5	10	16	53	1	2	32	17	3	341
05:45 PM	1	5	3	10	68	15	76	2	0	3	164	5	0	1	2	3	13	36	81	1	1	42	14	7	380
06:00 PM	0	4	3	9	44	15	48	5	1	9	143	4	0	0	1	2	20	26	45	2	2	37	16	19	344
00.00 1				Ü	<u> </u>		.0			Ŭ	15	i i									_	<u> </u>		1.0	<u> </u>
PEAK HOUR TOTALS	2	14	12	28	241	49	238	12	3	18	645	17	1	4	4	12	52	109	239	5	5	150	61	32	INTERSECTION
ALL MOVEMENTS				318						680						173						243			1414
% HV				4.4%						1.8%						2.3%						2.1%			2.5%
PEAK HOUR FACTOR				0.85						0.97						0.83						0.84			0.93

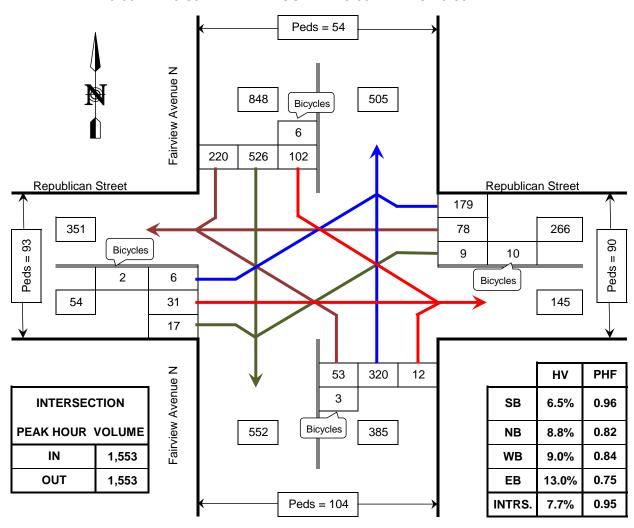
PHF = Peak Hour Factor 5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM

REDUCED BY: CN DATE OF REDUCTION: 1/21/2015

			FROM NO	ORTH O	N				FROM SC	UTH O	N				FROM E	AST ON	l				FROM W	EST OF	ı		
			airview A	Avenue	N			F	airview A	venue	N				Harriso	n Street					Harrison	Street			INTERVAL
																									TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	2	14	12	28	241	49	238	12	3	18	645	17	1	4	4	12	52	109	239	5	5	150	61	32	1414



8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



PHF = Peak Hour Factor HV = Heavy Vehicles

Fairview Avenue N @ Republican Street

Seattle, WA

COUNTED BY: SN/PW DATE OF COUNT: Wed. 1/21/15

REDUCED BY: CN TIME OF COUNT: 8:00 AM - 9:00 AM

REDUCTION DATE: Wed. 1/21/15 WEATHER: Sunny



 LOCATION:
 Fairview Avenue N @ Republican Street
 DATE OF COUNT:
 Wed. 1/21/15
 COUNTED BY:
 SN/PW

 Seattle, WA
 TIME OF COUNT:
 8:00 AM - 9:00 AM
 WEATHER:
 Sunny

TIME INTERVAL ENDING			FROM NO						FROM SO						FROM E		-				FROM W		-		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	13	13	1	12	140	44	30	8	0	20	97	0	23	2	1	1	8	40	23	1	0	3	12	3	380
08:30 AM	9	14	2	25	136	54	31	6	0	10	81	5	33	8	2	3	16	60	17	3	1	1	3	3	397
08:45 AM	14	15	2	38	125	53	27	12	2	10	63	5	22	9	5	2	24	38	21	1	0	0	6	5	369
09:00 AM	18	13	1	27	125	69	16	8	1	13	79	2	12	5	2	3	30	41	32	2	1	2	10	6	407
00.007					.20							_			_			· ·		_				Ĭ	
PEAK HOUR TOTALS	54	55	6	102	526	220	104	34	3	53	320	12	90	24	10	9	78	179	93	7	2	6	31	17	INTERSECTION
ALL MOVEMENTS				848						385						266						54			1553
% HV				6.5%						8.8%						9.0%						13.0%			7.7%
PEAK HOUR FACTOR				0.96						0.82						0.84						0.75			0.95

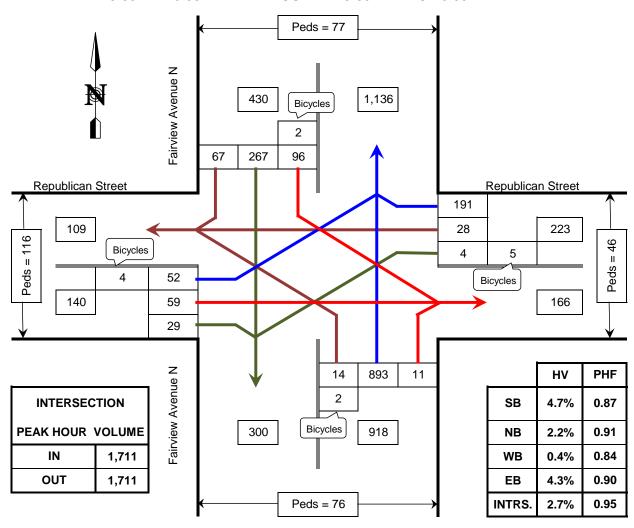
PHF = Peak Hour Factor 8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM

 REDUCED BY:
 CN
 DATE OF REDUCTION:
 1/21/2015

																			ı					- 1	
			FROM NO	ORTH O	N				FROM SC	онти	N				FROM E	AST ON					FROM W	EST ON	1		
		1	airview A	Avenue	N			F	airview /	Avenue	N			- 1	Republica	an Stree	t				Republica	n Stree	et		INTERVAL TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	TOTALS
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	54	55	6	102	526	220	104	34	3	53	320	12	90	24	10	9	78	179	93	7	2	6	31	17	1553



5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



PHF = Peak Hour Factor HV = Heavy Vehicles

Fairview Avenue N @ Republican Street

Seattle, WA

COUNTED BY: RN/VT DATE OF COUNT: Wed. 1/21/15

REDUCED BY: CN TIME OF COUNT: 5:00 PM - 6:00 PM

REDUCTION DATE: Wed. 1/21/15 WEATHER: Sunny



 LOCATION:
 Fairview Avenue N @ Republican Street
 DATE OF COUNT:
 Wed. 1/21/15
 COUNTED BY:
 RN/VT

 Seattle, WA
 TIME OF COUNT:
 5:00 PM - 6:00 PM
 WEATHER:
 Sunny

TIME INTERVAL ENDING			FROM NO						FROM SO		-				FROM E		-				FROM W		-		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	24	4	1	32	73	18	31	7	1	3	209	2	27	0	3	2	12	46	42	1	1	12	13	8	430
05:30 PM	15	5	0	18	56	24	13	6	0	3	232	3	2	1	0	2	8	44	19	1	0	16	15	4	425
05:45 PM	18	6	1	27	74	15	15	2	1	4	247	1	3	0	2	0	3	40	25	2	1	15	16	8	450
06:00 PM	20	5	0	19	64	10	17	5	0	4	205	5	14	0	0	0	5	61	30	2	2	9	15	9	406
22.201.111				.0	J.						_50														
PEAK HOUR TOTALS	77	20	2	96	267	67	76	20	2	14	893	11	46	1	5	4	28	191	116	6	4	52	59	29	INTERSECTION
ALL MOVEMENTS				430						918						223						140			1711
% HV				4.7%						2.2%						0.4%						4.3%			2.7%
PEAK HOUR FACTOR				0.87						0.91						0.84						0.90			0.95

PHF = Peak Hour Factor 5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM

 REDUCED BY:
 CN
 DATE OF REDUCTION:
 1/21/2015

			FROM NO	ORTH O	N				FROM SO	O HTUC	N				FROM E	AST ON					FROM W	EST O	N		
			Fairview A	Avenue	N				airview A	Avenue	N				Republic	an Stree	t				Republica	n Stree	ət		INTERVAL
			u 1.011 /						u 1.01.						коривно	000	•				торивно	0 0			TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	77	20	2	96	267	67	76	20	2	14	893	11	46	1	5	4	28	191	116	6	4	52	59	29	1711

Mercer Street @ Fairview Avenue N DATE OF COUNT: Tue. 1/27/2015 COUNTED BY: CN/SF/JC
Seattle, WA TIME OF COUNT: 8:00 - 9:00 AM WEATHER: Overcast

TIME			FR	OM (1)					F	FROM (2)					F	ROM ((3)					F	ROM	(4)						FROM	(5)			
INTERVAL			Fairvie	w Ave	nue N					ŀ	-5 Ramı	ps					Me	cer St	reet					Fairvi	iew Av	enue N	1				Me	ercer S	treet			INTERVAL
ENDING			(Fro	m No	rth)					(F	rom Ea	ıst)					(Fron	Sout	heast)					(Fr	om Sc	outh)					(F	rom V	lest)			TOTALS
AT	Peds	н٧	Bikes	(2)	(3)	(4)	(5)	Peds	HV	Bikes	(1)	(3)	(4)	(5)	Peds	HV	Bikes	(1)	(2)	(4)	(5)	Peds	HV	Bikes	(1)	(2)	(3)	(5)	Peds	HV	Bikes	(1)	(2)	(3)	(4)	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	C	0	0	0	0	0	0	0	0	0	0	0	0	C) (0) () (0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	C	0	0	0	0	0	0	0	0	C	0	0	C	c) (0) () (0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	C	0	0	0	0	0	0	0	0	c	0	0	C	c	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	C	0	0	0	0	0	0	0	0	C	0	0	C	C) (0) () (0	0	0
08:15 AM	4	5	1	55	0	34	19	0	23	0	108	5	158	299	37	C	0	0	0	0	0	37	10	1	44	79	8	25	8	3 23	3 7	29	436	59	8	1366
08:30 AM	6	6	6	48	0	41	15	0	28	0	119	1	135	353	26	C	0	0	0	0	0	26	15	1	27	65	10	14	8	3 27	7 5	27	386	43	9	1293
08:45 AM	6	7	7	54	1	61	23	0	31	0	108	2	142	326	42	C	0	0	0	0	0	42	17	2	30	62	2 5	19	30	23	3 2	31	462	36	23	1385
09:00 AM	5	6	2	58	0	54	33	0	25	0	113	0	134	330	63	C	1	0	0	0	0	63	18	1	40	57	12	11	21	41	5	40	404	38	18	1342
PEAK HOUR TOTALS	21	24	16	215	1	190	90	0	107	0	448	8	569	1308	168	0	1	0	0	0	0	168	60	5	141	263	35	69	67	114	19	127	1688	176	58	INTERSECTION
ALL MOVEMENTS				496							2333							0							508							2049)			5386
% HV				5%							5%							N/A							12%							6%				6%
PHF				0.86							0.96							N/A							0.81							0.93				0.97

Peds = Pedestrians Bikes = Bicycles

HV = Heavy Vehicles PHF = Peak Hour Factor

TURNING MOVEMENTS REDUCTION SHEET AM PEAK HOUR: FROM 8:00 TO 9:00 AM



LOOK HOM.		Wiele	51 0116	5t @ 1 t	all viev	Aveil	40 14							חחב	0. 00						i uc.	1,21,20								0001	***	,				014/01/00
		Seatt	le, WA											TIME (F CO	UNT:					5:00 -	6:00 F	М							WEAT	THER:					Overcast
TIME			F	ROM (1)					FR	OM (2))					F	ROM (3)					F	ROM	(4)						FROM	(5)			
INTERVAL			Fairvi	ew Ave	enue N	ı				I-5 I	Ramps	8					Me	rcer St	reet					Fairv	iew Av	enue N					Me	ercer S	treet			INTERVAL
ENDING			(Fr	om No	rth)					(Fro	m Eas	t)					(Fror	n Sout	heast)					(Fr	om So	outh)					(F	rom W	est)			TOTALS
AT	Peds	HV	Bikes	(2)	(3)	(4)	(5)	Peds	н٧	Bikes	(1)	(3)	(4)	(5)	Peds	н٧	Bikes	(1)	(2)	(4)	(5)	Peds	HV	Bikes	(1)	(2)	(3)	(5)	Peds	HV	Bikes	(1)	(2)	(3)	(4)	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(0	0	0	0	0	0	0	C) () (0
04:30 PM	0	C	0	0	0	0	0	O	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(0 0	0	0	0	0	0	0	C) () (0
04:45 PM	0	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(0	0	0	0	0	0	0	C) () (0
05:00 PM	0	C	0	0	0	0	0	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(0 0	0	0	0	0	0	0	C) () (0
05:15 PM	6	2	2	81	1	28	14	1	9	0	75	0	72	253	37	0	6	0	0	0	0	37	5	1	38	3 241	2	11	34	10	1	5	455	11	1 7	7 1294
05:30 PM	9	C	2	53	0	21	18	C	8	0	95	0	60	268	47	0	0	0	0	0	0	47	2	3	24	226	2	12	7	18	0	2	458		4 3	3 1246
05:45 PM	1	2	2	73	0	25	13	1	4	0	64	0	75	266	40	0	0	0	0	0	0	42	4	3	28	3 214	1	21	11	7	0	5	336	,	7 2	2 1130
06:00 PM	0	1	0	75	0	21	14	0	3	0	81	0	61	333	43	0	0	0	0	0	0	41	4	1	32	229	2	19	20	6	2	10	557	14	4 5	1453
PEAK HOUR TOTALS	16	5	6	282	1	95	59	2	24	0 3	315	0	268	1120	167	0	6	0	0	0	0	167	15	8	122	910	7	63	72	41	3	22	1806	36	17	INTERSECTION
ALL MOVEMENTS				437							703							0		-					1102							1881				5123
% HV				1%							1%							N/A							1%							2%				2%
PHF				0.88						(0.90							N/A							0.94							0.80				0.88

Tue. 1/27/2015

COUNTED BY:

CN/SF/JC

DATE OF COUNT:

Peds = Pedestrians Bikes = Bicycles
HV = Heavy Vehicles PHF = Peak Hour Factor

Mercer Street @ Fairview Avenue N

LOCATION:

TURNING MOVEMENTS REDUCTION SHEET
PM PEAK HOUR: FROM 5:00 TO 6:00 PM



LOOK HOM.		Wiele	51 0116	5t @ 1 t	all viev	Aveil	40 14							חחב	0. 00						i uc.	1,21,20								0001	***	,				014/01/00
		Seatt	le, WA											TIME (F CO	UNT:					5:00 -	6:00 F	М							WEAT	THER:					Overcast
TIME			F	ROM (1)					FR	OM (2))					F	ROM (3)					F	ROM	(4)						FROM	(5)			
INTERVAL			Fairvi	ew Ave	enue N	ı				I-5 I	Ramps	8					Me	rcer St	reet					Fairv	iew Av	enue N					Me	ercer S	treet			INTERVAL
ENDING			(Fr	om No	rth)					(Fro	m Eas	t)					(Fror	n Sout	heast)					(Fr	om So	outh)					(F	rom W	est)			TOTALS
AT	Peds	HV	Bikes	(2)	(3)	(4)	(5)	Peds	н٧	Bikes	(1)	(3)	(4)	(5)	Peds	н٧	Bikes	(1)	(2)	(4)	(5)	Peds	HV	Bikes	(1)	(2)	(3)	(5)	Peds	HV	Bikes	(1)	(2)	(3)	(4)	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(0	0	0	0	0	0	0	C) () (0
04:30 PM	0	C	0	0	0	0	0	O	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(0 0	0	0	0	0	0	0	C) () (0
04:45 PM	0	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(0	0	0	0	0	0	0	C) () (0
05:00 PM	0	C	0	0	0	0	0	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(0 0	0	0	0	0	0	0	C) () (0
05:15 PM	6	2	2	81	1	28	14	1	9	0	75	0	72	253	37	0	6	0	0	0	0	37	5	1	38	3 241	2	11	34	10	1	5	455	11	1 7	7 1294
05:30 PM	9	C	2	53	0	21	18	C	8	0	95	0	60	268	47	0	0	0	0	0	0	47	2	3	24	226	2	12	7	18	0	2	458		4 3	3 1246
05:45 PM	1	2	2	73	0	25	13	1	4	0	64	0	75	266	40	0	0	0	0	0	0	42	4	3	28	3 214	1	21	11	7	0	5	336	,	7 2	2 1130
06:00 PM	0	1	0	75	0	21	14	0	3	0	81	0	61	333	43	0	0	0	0	0	0	41	4	1	32	229	2	19	20	6	2	10	557	14	4 5	1453
PEAK HOUR TOTALS	16	5	6	282	1	95	59	2	24	0 3	315	0	268	1120	167	0	6	0	0	0	0	167	15	8	122	910	7	63	72	41	3	22	1806	36	17	INTERSECTION
ALL MOVEMENTS				437							703							0		-					1102							1881				5123
% HV				1%							1%							N/A							1%							2%				2%
PHF				0.88						(0.90							N/A							0.94							0.80				0.88

Tue. 1/27/2015

COUNTED BY:

CN/SF/JC

DATE OF COUNT:

Peds = Pedestrians Bikes = Bicycles
HV = Heavy Vehicles PHF = Peak Hour Factor

Mercer Street @ Fairview Avenue N

LOCATION:

TURNING MOVEMENTS REDUCTION SHEET
PM PEAK HOUR: FROM 5:00 TO 6:00 PM



LOOK HOM.		Wiele	51 0116	5t @ 1 t	all viev	Aveil	40 14							חחב	0. 00						i uc.	1,21,20								0001	***	,				014/01/00
		Seatt	le, WA											TIME (F CO	UNT:					5:00 -	6:00 F	М							WEAT	THER:					Overcast
TIME			F	ROM (1)					FR	OM (2))					F	ROM (3)					F	ROM	(4)						FROM	(5)			
INTERVAL			Fairvi	ew Ave	enue N	ı				I-5 F	Ramps	8					Me	rcer St	reet					Fairv	iew Av	enue N					Me	ercer S	treet			INTERVAL
ENDING			(Fr	om No	rth)					(Fro	m Eas	t)					(Fror	n Sout	heast)					(Fr	om So	outh)					(F	rom W	est)			TOTALS
AT	Peds	HV	Bikes	(2)	(3)	(4)	(5)	Peds	н٧	Bikes	(1)	(3)	(4)	(5)	Peds	н٧	Bikes	(1)	(2)	(4)	(5)	Peds	HV	Bikes	(1)	(2)	(3)	(5)	Peds	HV	Bikes	(1)	(2)	(3)	(4)	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(0	0	0	0	0	0	0	C) () (0
04:30 PM	0	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(0 0	0	0	0	0	0	0	C) () (0
04:45 PM	0	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(0	0	0	0	0	0	0	C) () (0
05:00 PM	0	C	0	0	0	0	0	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(0 0	0	0	0	0	0	0	C) () (0
05:15 PM	6	2	2	81	1	28	14	1	9	0	75	0	72	253	37	0	6	0	0	0	0	37	5	1	38	3 241	2	11	34	10	1	5	455	11	1 7	7 1294
05:30 PM	9	C	2	53	0	21	18	C	8	0	95	0	60	268	47	0	0	0	0	0	0	47	2	3	24	226	2	12	7	18	0	2	458		4 3	3 1246
05:45 PM	1	2	2	73	0	25	13	1	4	0	64	0	75	266	40	0	0	0	0	0	0	42	4	3	28	3 214	1	21	11	7	0	5	336	,	7 2	2 1130
06:00 PM	0	1	0	75	0	21	14	0	3	0	81	0	61	333	43	0	0	0	0	0	0	41	4	1	32	229	2	19	20	6	2	10	557	14	4 5	1453
PEAK HOUR TOTALS	16	5	6	282	1	95	59	2	24	0 3	315	0	268	1120	167	0	6	0	0	0	0	167	15	8	122	910	7	63	72	41	3	22	1806	36	17	INTERSECTION
ALL MOVEMENTS				437							703							0		-					1102							1881				5123
% HV				1%							1%							N/A							1%							2%				2%
PHF				0.88						(0.90							N/A							0.94							0.80				0.88

Tue. 1/27/2015

COUNTED BY:

CN/SF/JC

DATE OF COUNT:

Peds = Pedestrians Bikes = Bicycles
HV = Heavy Vehicles PHF = Peak Hour Factor

Mercer Street @ Fairview Avenue N

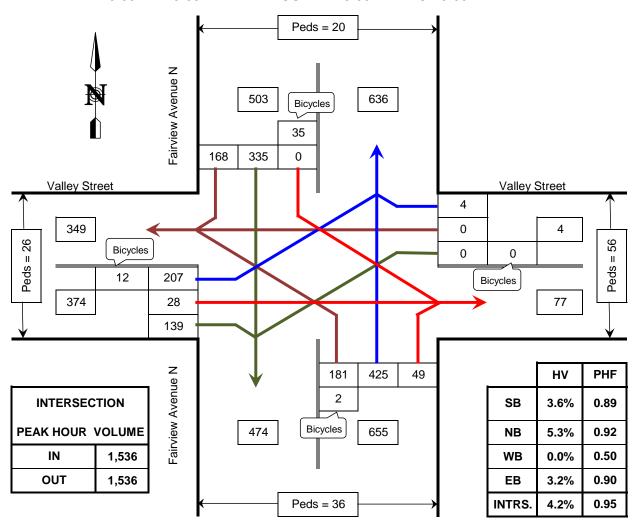
LOCATION:

TURNING MOVEMENTS REDUCTION SHEET
PM PEAK HOUR: FROM 5:00 TO 6:00 PM





8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



PHF = Peak Hour Factor HV = Heavy Vehicles

Fairview Avenue N @ Valley Street

Seattle, WA

COUNTED BY: RN/VT DATE OF COUNT: Tue. 1/27/15

REDUCED BY: CN TIME OF COUNT: 8:00 AM - 9:00 AM

REDUCTION DATE: Wed. 1/28/15 WEATHER: Overcast



 LOCATION:
 Fairview Avenue N @ Valley Street
 DATE OF COUNT:
 Tue. 1/27/15
 COUNTED BY:
 RN/VT

 Seattle, WA
 TIME OF COUNT:
 8:00 AM - 9:00 AM
 WEATHER:
 Overcast

TIME INTERVAL ENDING			FROM NO						FROM SO		-				FROM E		I				FROM W		N		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	5	4	3	0	85	36	14	7	0	38	121	19	19	0	0	0	0	0	5	3	0	62	5	37	403
08:30 AM	6	3	10	0	58	42	11	10	0	40	99	11	13	0	0	0	0	2	8	5	5	52	5	27	336
08:45 AM	7	6	8	0	100	41	7	6	1	47	99	9	16	0	0	0	0	1	6	3	3	50	8	41	396
09:00 AM	2	5	14	0	92	49	4	12	1	56	106	10	8	0	0	0	0	1	7	1	4	43	10	34	401
22.207.00	1										. 50				J							.0			
PEAK HOUR TOTALS	20	18	35	0	335	168	36	35	2	181	425	49	56	0	0	0	0	4	26	12	12	207	28	139	INTERSECTION
ALL MOVEMENTS				503						655						4						374			1536
% HV				3.6%						5.3%						0.0%						3.2%			4.2%
PEAK HOUR FACTOR				0.89						0.92						0.50						0.90			0.95

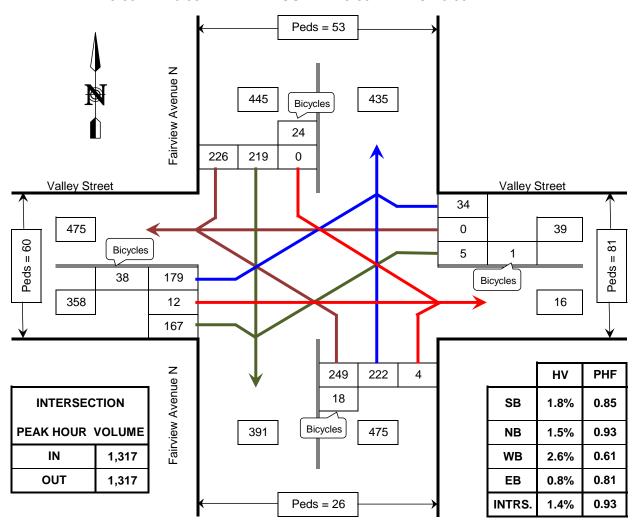
PHF = Peak Hour Factor 8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM

 REDUCED BY:
 CN
 DATE OF REDUCTION:
 1/28/2015

			FROM NO	DTU O	NI .				FROM SC	UTU O					FROM E	ACT ON			1		FROM W	ECT OF			
			Fairview A						airview /						Valley						Valley				INTERVAL TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	20	18	35	0	335	168	36	35	2	181	425	49	56	0	0	0	0	4	26	12	12	207	28	139	1536



5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



PHF = Peak Hour Factor HV = Heavy Vehicles

Fairview Avenue N @ Valley Street

Seattle, WA

COUNTED BY: RN/SN DATE OF COUNT: Tue. 1/27/15

REDUCED BY: CN TIME OF COUNT: 5:00 PM - 6:00 PM

REDUCTION DATE: Wed. 1/28/15 WEATHER: Overcast



 LOCATION:
 Fairview Avenue N @ Valley Street
 DATE OF COUNT:
 Tue. 1/27/15
 COUNTED BY:
 RN/SN

 Seattle, WA
 TIME OF COUNT:
 5:00 PM - 6:00 PM
 WEATHER:
 Overcast

TIME INTERVAL ENDING			FROM NO						FROM So						FROM E		I				FROM W		N		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	22	4	10	0	73	58	5	1	3	61	59	1	27	1	0	1	0	8	23	1	6	49	3	39	352
05:30 PM	14	0	5	0	59	60	4	1	4	55	67	1	21	0	0	3	0	13	15	1	13	43	1	37	339
05:30 PM	14	3	5	0	40		6	2	8	58	45	0		0	1	0	0	8	12	1	9	33	2	41	271
05:45 PM		3	4	0	47	44				75	51	2	18	0	0	4		5	10		10		6	50	355
06:00 PW	3	1	4	- 0	47	64	11	0	3	75	51		15	0	U	1	0	5	10	0	10	54	ь	50	355
PEAK HOUR TOTALS	53	8	24	0	219	226	26	7	18	249	222	4	81	1	1	5	0	34	60	3	38	179	12	167	INTERSECTION
ALL MOVEMENTS				445						475						39						358			1317
% HV				1.8%						1.5%						2.6%						0.8%			1.4%
PEAK HOUR FACTOR				0.85						0.93						0.61						0.81			0.93

PHF = Peak Hour Factor 5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM

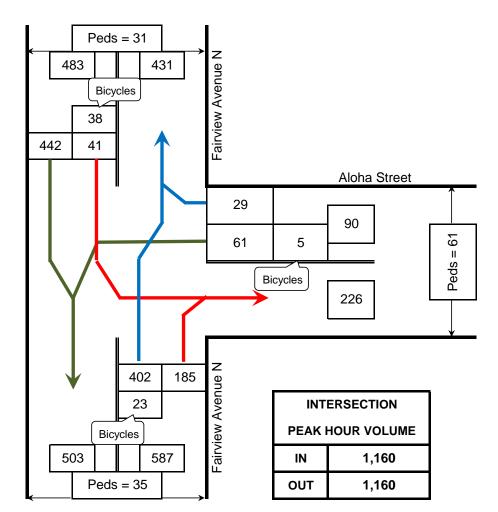
 REDUCED BY:
 CN
 DATE OF REDUCTION:
 1/28/2015

			FROM NO	DTU O					FROM SC	UTU O					FROM E	ACT ON			1		FROM W	EST OF			
			FROW NC	жіно	N				FROW SC	JUIN O	N				FROW E	AST ON	l				FROIN W	ESI UI	•		
		-	Fairview A	Avenue	N			-	Fairview /	Avenue	N				Valley	Street					Valley	Street			INTERVAL
																									TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	53	8	24	0	219	226	26	7	18	249	222	4	81	1	1	5	0	34	60	3	38	179	12	167	1317



8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM





	HV	PHF
SB	2.9%	0.85
NB	3.4%	0.82
WB	0.0%	0.87
INTRS.	2.9%	0.96

HV = Heavy Vehicles PHF = Peak Hour Factor

Fairview Avenue N @ Aloha Street

Seattle, WA

COUNTED BY: SF DATE OF COUNT: Tue. 1/27/15

REDUCED BY: <u>CN</u> TIME OF COUNT: <u>8:00 AM - 9:00 AM</u>

REDUCTION DATE: Wed. 1/28/15 WEATHER: Overcast



LOCATION:	Fairview Avenue N @ Aloha Street	DATE OF COUNT:	Tue. 1/27/15	COUNTED BY:	SF
	Seattle, WA	TIME OF COUNT:	8:00 AM - 9:00 AM	WEATHER:	Overcast

TIME INTERVAL ENDING			FROM NO						FROM SO						FROM E		I				FROM W	EST O	N		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	н٧	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	н٧	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	5	3	6	6	66	0	9	8	7	0	131	49	26	0	2	14	0	9	0	0	0	0	0	0	275
08:30 AM	7	2	10	20	122	0	9	1	3	0	87	43	10	0	0	16	0	7	0	0	0	0	0	0	295
08:45 AM	8	5	12	12	128	0	6	5	9	0	84	53	11	0	1	16	0	10	0	0	0	0	0	0	303
09:00 AM	11	4	10	3	126	0	11	6	4	0	100	40	14	0	2	15	0	3	0	0	0	0	0	0	287
PEAK HOUR TOTALS	31	14	38	41	442	0	35	20	23	0	402	185	61	0	5	61	0	29	0	0	0	0	0	0	INTERSECTION
ALL MOVEMENTS				483						587						90						0			1160
% HV				2.9%						3.4%						0.0%						#N/A			2.9%
PEAK HOUR FACTOR				0.85						0.82						0.87						#N/A			0.96

PHF = Peak Hour Factor	8:00 AM - 9:00 AM PEAK HOUR:	8:00 AM	TO 9:00 AM

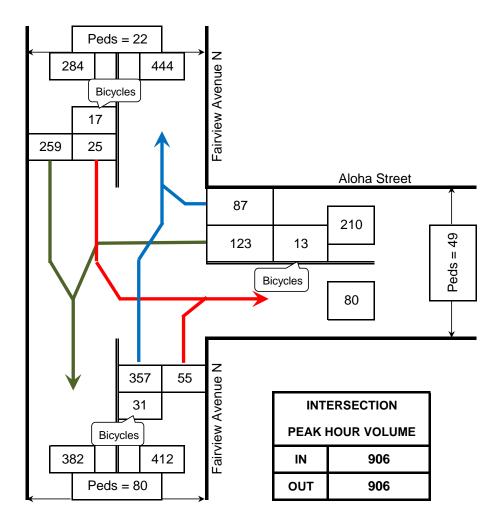
REDUCED BY: CN DATE OF REDUCTION: 1/28/2015

			FROM NO	ORTH O	N				FROM SC	онти о	N				FROM E	AST ON	ı				FROM W	EST ON	J		
			Fairview A						Fairview /						Aloha								-		INTERVAL TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	31	14	38	41	442	0	35	20	23	0	402	185	61	0	5	61	0	29	0	0	0	0	0	0	1160



5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM





	HV	PHF
SB	1.4%	0.86
NB	4.6%	0.93
WB	0.5%	0.91
INTRS.	2.6%	0.91

HV = Heavy Vehicles PHF = Peak Hour Factor

Fairview Avenue N @ Aloha Street

Seattle, WA

COUNTED BY: SF DATE OF COUNT: Tue. 1/27/15

REDUCED BY: <u>CN</u> TIME OF COUNT: <u>5:00 PM - 6:00 PM</u>

REDUCTION DATE: Wed. 1/28/15 WEATHER: Rainy



LOCATION:	Fairview Avenue N @ Aloha Street	DATE OF COUNT:	Tue. 1/27/15	COUNTED BY:	SF
	Seattle, WA	TIME OF COUNT:	5:00 PM - 6:00 PM	WEATHER:	Rainy

TIME INTERVAL ENDING			FROM NO						FROM So						FROM E		ı				FROM W	EST O	N		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	5	3	5	13	68	0	23	6	4	0	99	12	13	0	2	34	0	24	0	0	0	0	0	0	250
05:30 PM	6	0	3	3	46	0	31	12	6	0	94	10	11	0	4	39	0	16	0	0	0	0	0	0	208
05:45 PM	9	0	1	6	65	0	20	1	11	0	78	14	11	0	4	35	0	20	0	0	0	0	0	0	218
06:00 PM	2	1	8	3	80	0	6	0	10	0	86	19	14	1	3	15	0	27	0	0	0	0	0	0	230
PEAK HOUR TOTALS	22	4	17	25	259	0	80	19	31	0	357	55	49	1	13	123	0	87	0	0	0	0	0	0	INTERSECTION
ALL MOVEMENTS				284			412									210						0			906
% HV				1.4%						4.6%						0.5%						#N/A			2.6%
PEAK HOUR FACTOR				0.86			0.93									0.91						#N/A			0.91

	i		
PHF = Peak Hour Factor	5:00 PM - 6:00 PM PEAK HOUR:	5:00 PM	TO 6:00 PM

REDUCED BY: CN DATE OF REDUCTION: 1/28/2015

			FROM NO	ORTH O	N				FROM SO	о нти	N				FROM E	AST ON					FROM W	EST O	1		
			Fairview A	Avenue	N			F	Fairview	Avenue	N				Aloha	Street									INTERVAL
																									TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	22	4	17	25	259	0	80	19	31	0	357	55	49	1	13	123	0	87	0	0	0	0	0	0	906

Dept of Transportation

Counted by: JR Counter No: 1024 Weather: LT RAIN

Comments:

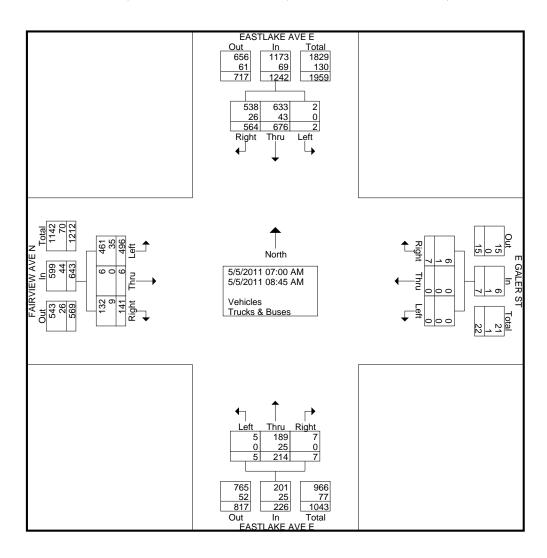
File Name : C_159a11 Site Code : 00050502

Start Date : 5/5/2011

Page No : 1

Groups Printed- Vehicles - Trucks & Buses

	EAS	STLA	KE A	VE E	ŀ	E GAI	LER S	ST	EAS	STLA	KE A	VE E	FA	IRVI	EW A	VE N	
		From	Nort	h		From	East]	From	South	1		From	West	t	
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	26	38	0	64	1	0	0	1	1	17	0	18	12	0	26	38	121
07:15 AM	48	64	0	112	0	0	0	0	0	25	0	25	17	1	38	56	193
07:30 AM	34	89	1	124	1	0	0	1	0	25	0	25	12	1	49	62	212
07:45 AM	100	97	0	197	2	0	0	2	3	32	0	35	15	1	77	93	327
Total	208	288	1	497	4	0	0	4	4	99	0	103	56	3	190	249	853
	II				ı												
08:00 AM	95	106	0	201	2	0	0	2	2	32	0	34	22	2	75	99	336
08:15 AM	90	88	1	179	0	0	0	0	0	26	0	26	23	1	77	101	306
08:30 AM	87	92	0	179	1	0	0	1	1	22	5	28	20	0	76	96	304
08:45 AM	84	102	0	186	0	0	0	0	0	35	0	35	20	0	78	98	319
Total	356	388	1	745	3	0	0	3	3	115	5	123	85	3	306	394	1265
Grand Total	564	676	2	1242	7	0	0	7	7	214	5	226	141	6	496	643	2118
			0.2	1242	100	0	0	/	3.1	94.7	-	220	21.9			043	2116
Appreh %	45.4	54.4		50. 6		•	0	0.2			2.2	10.7		0.9	77.1	20.4	
Total %	26.6	31.9	0.1	58.6	0.3	0	0	0.3	0.3	10.1	0.2	10.7	6.7	0.3	23.4	30.4	1050
Vehicles	538	633	2	1173	6	0	0	6	7	189	5	201	132	6	461	599	1979
% Vehicles	95.4	93.6	100	94.4	85.7	0	0	85.7	100	88.3	100	88.9	93.6	100	92.9	93.2	93.4
Trucks & Buses	26	43	0	69	1	0	0	1	0	25	0	25	9	0	35	44	139
% Trucks & Buses	4.6	6.4	0	5.6	14.3	0	0	14.3	0	11.7	0	11.1	6.4	0	7.1	6.8	6.6



Dept of Transportation

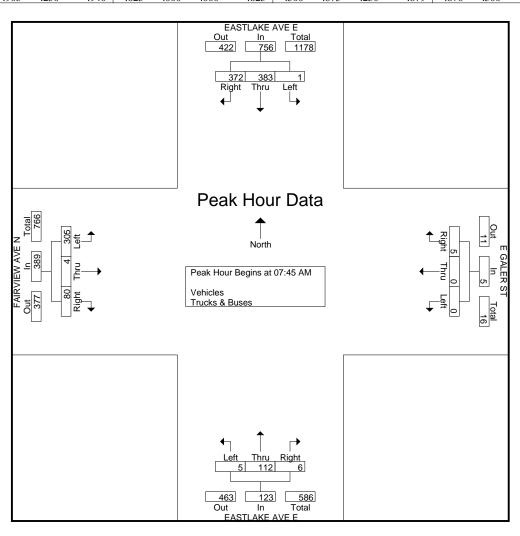
Counted by: JR Counter No: 1024 Weather: LT RAIN

Comments:

File Name : C_159a11 Site Code : 00050502 Start Date : 5/5/2011

Page No : 2

		STLA From		VE E	I	E GAI	LER S				KE A South	VE E	FA		EW A West	VE N	
		r rom	NOL	LI .		FIOH	ı Eası	,		LIOIII	Soun	1		FIOIII	vvesi	L I	
Start	Diaht	Thru	l oft	App. Total	Right	Thru	Left		Diabt	Thru	Left		Diabt	Thru	Left		
Time	Right	IIIIu	Leit	App. Total	Right	IIIIu	ווטב	App. Total	Right	IIIIu	Leit	App. Total	Right	IIIIu	Len	App. Total	Int. Tota
Peak Hour	Anal	ysis F	rom	07:00	AM to	08:4	5 AM	- Peak	1 of	1							
Peak Hour for Er	ntire Inte	rsection	Begins a	t 07:45 AN	Л												
07:45 AM	100	97	0	197	2	0	0	2	3	32	0	35	15	1	77	93	327
08:00 AM	95	106	0	201	2	0	0	2	2	32	0	34	22	2	75	99	336
08:15 AM	90	88	1	179	0	0	0	0	0	26	0	26	23	1	77	101	306
08:30 AM	87	92	0	179	1	0	0	1	1	22	5	28	20	0	76	96	304
Total Volume	372	383	1	756	5	0	0	5	6	112	5	123	80	4	305	389	1273
% App. Total	49.2	50.7	0.1		100	0	0		4.9	91.1	4.1		20.6	1	78.4		
PHF	.930	.903	.250	.940	.625	.000	.000	.625	.500	.875	.250	.879	.870	.500	.990	.963	.947



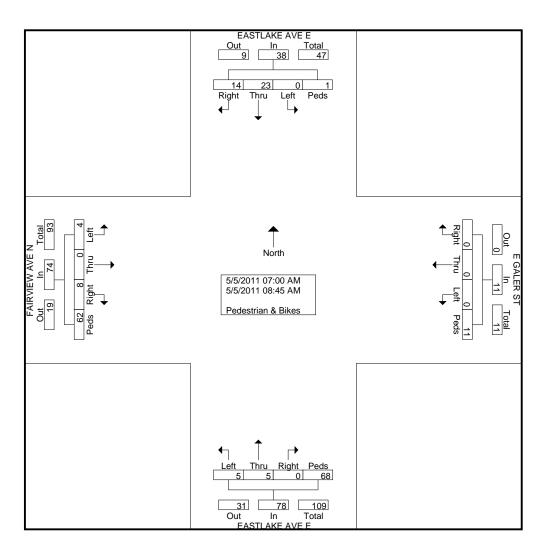
Dept of Transportation

Counted by: JR
Counter No: 1024
Weather: LT RAIN
File Name : C_159a11
Site Code : 00050502
Start Date : 5/5/2011

Comments: Page No : 1

Groups Printed- Pedestrian & Bikes

	EA	STL	AKI	E AV	ΈE		E G	ALE	R ST	[EA	STI	AK	E AV	EE	FA	AIRV	IEV	V AV	E N	
		Fro	m No	orth			Fre	om E	ast			Fro	m So	outh			Fre	m V	Vest		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	3	0	1	6	0	0	0	0	0	0	1	0	1	2	0	0	1	4	5	13
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	3	3	0	0	0	1	1	5
07:30 AM	2	3	0	0	5	0	0	0	2	2	0	1	0	5	6	2	0	0	4	6	19
07:45 AM	4	0	0	0	4	0	0	0	1	1	0	0	0	9	9	0	0	1	8	9	23
Total	8	7	0	1	16	0	0	0	3	3	0	2	0	18	20	2	0	2	17	21	60
																					1
08:00 AM	0	1	0	0	1	0	0	0	2	2	0	1	0	15	16	1	0	0	11	12	31
08:15 AM	1	4	0	0	5	0	0	0	2	2	0	0	0	11	11	2	0	1	12	15	33
08:30 AM	2	8	0	0	10	0	0	0	4	4	0	0	5	10	15	3	0	1	10	14	43
08:45 AM	3	3	0	0	6	0	0	0	0	0	0	2	0	14	16	0	0	0	12	12	34
Total	6	16	0	0	22	0	0	0	8	8	0	3	5	50	58	6	0	2	45	53	141
																					1
Grand Total	14	23	0	1	38	0	0	0	11	11	0	5	5	68	78	8	0	4	62	74	201
Apprch %	36.8	60.5	0	2.6		0	0	0	100		0	6.4	6.4	87.2		10.8	0	5.4	83.8		
Total %	7	11.4	0	0.5	18.9	0	0	0	5.5	5.5	0	2.5	2.5	33.8	38.8	4	0	2	30.8	36.8	



Dept of Transportation

Counted by: JR Counter No: 1024

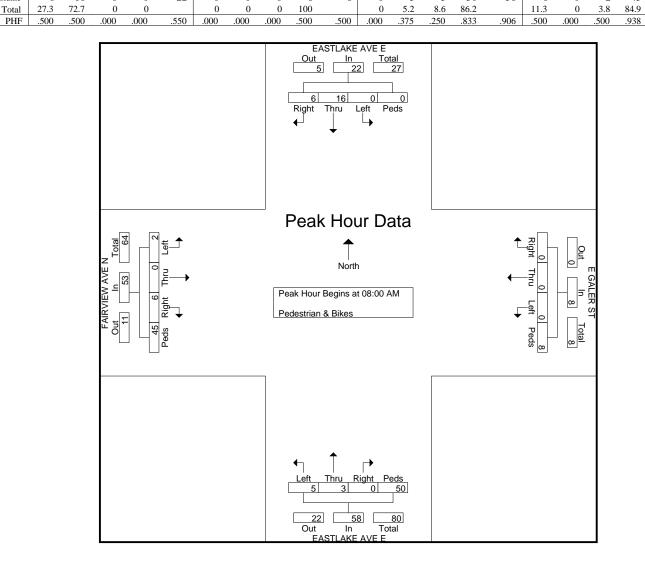
Weather: LT RAIN Comments:

File Name : C_159a11 Site Code : 00050502

Start Date: 5/5/2011 Page No: 2

.883

	EA	STL	AKI	E AV	E E		E G	ALE	R ST	Γ	EA	STI	AK	E AV	ΈE	FA	AIRV	/IEV	V AV	ΈN	
		Fro	m N	orth			Fre	om E	ast			Fro	m So	outh			Fre	om V	Vest		
Start			1 -44					1 -44				_	1 -44					1 -44			
Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Ho	ur Ar	nalys	is Fı	om (07:00	AM	to 08	3:45	AM ·	Peal	< 1 o	f 1									
Peak Hour for	Entire	Interse	ction B	egins a	it 08:00 A	M															
08:00 AM	0	1	0	0	1	0	0	0	2	2	0	1	0	15	16	1	0	0	11	12	31
08:15 AM	1	4	0	0	5	0	0	0	2	2	0	0	0	11	11	2	0	1	12	15	33
08:30 AM	2	8	0	0	10	0	0	0	4	4	0	0	5	10	15	3	0	1	10	14	43
08:45 AM	3	3	0	0	6	0	0	0	0	0	0	2	0	14	16	0	0	0	12	12	34
Total Volume	6	16	0	0	22	0	0	0	8	8	0	3	5	50	58	6	0	2	45	53	141
% App. Total	pp. Total 27.3 72.7 0 0						0	0	100		0	5.2	8.6	86.2		11.3	0	3.8	84.9		



Dept of Transportation

File Name: C_159p11

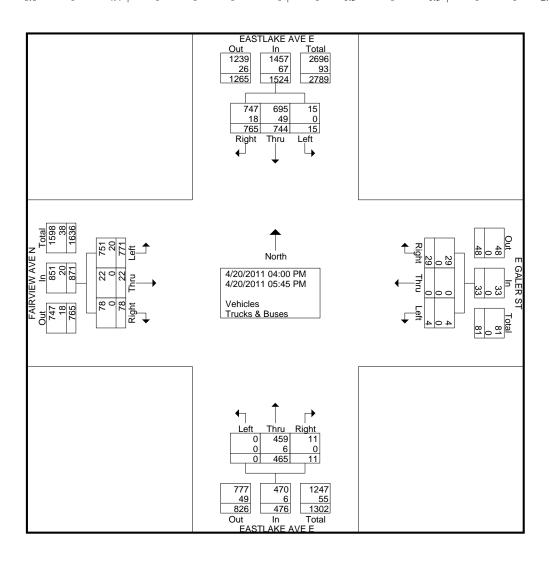
Counted by: BR Counter No: 1023

Site Code : 00042003 Weather: MIXED WEATHER Start Date : 4/20/2011

Page No : 1 Comments:

Groups Printed- Vehicles - Trucks & Buses

	EAS	STLA	KE A	VE E	I	E GAI	LER S	ST	EAS	STLA	KE A	VE E	FA	IRVI	EW A	VE N	
		From	Nort	h		Fron	East]	From	South	1		From	West	t	
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	93	99	5	197	3	0	0	3	2	37	0	39	8	4	71	83	322
04:15 PM	85	92	0	177	6	0	1	7	1	46	0	47	15	2	70	87	318
04:30 PM	97	94	2	193	3	0	0	3	0	51	0	51	8	3	98	109	356
04:45 PM	107	111	1	219	3	0	0	3	2	57	0	59	11	4	108	123	404
Total	382	396	8	786	15	0	1	16	5	191	0	196	42	13	347	402	1400
05:00 PM	110	74	1	185	4	0	0	4	1	71	0	72	10	1	127	138	399
05:15 PM	94	111	3	208	5	0	2	7	1	67	0	68	12	4	92	108	391
05:30 PM	104	77	1	182	4	0	0	4	3	69	0	72	7	2	103	112	370
05:45 PM	75	86	2	163	1	0	1	2	1	67	0	68	7	2	102	111	344
Total	383	348	7	738	14	0	3	17	6	274	0	280	36	9	424	469	1504
Grand Total	765	744	15	1524	29	0	4	33	11	465	0	476	78	22	771	871	2904
Apprch %	50.2	48.8	1		87.9	0	12.1		2.3	97.7	0		9	2.5	88.5		
Total %	26.3	25.6	0.5	52.5	1	0	0.1	1.1	0.4	16	0	16.4	2.7	0.8	26.5	30	
Vehicles	747	695	15	1457	29	0	4	33	11	459	0	470	78	22	751	851	2811
% Vehicles	97.6	93.4	100	95.6	100	0	100	100	100	98.7	0	98.7	100	100	97.4	97.7	96.8
Trucks & Buses	18	49	0	67	0	0	0	0	0	6	0	6	0	0	20	20	93
% Trucks & Buses	2.4	6.6	0	4.4	0	0	0	0	0	1.3	0	1.3	0	0	2.6	2.3	3.2



Dept of Transportation

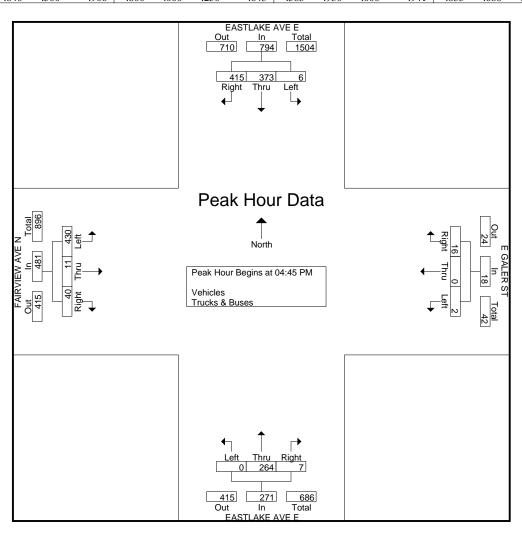
File Name: C_159p11

Counted by: BR Counter No: 1023

Site Code : 00042003 Weather: MIXED WEATHER Start Date : 4/20/2011

Page No : 2 Comments:

		STLA From		VE E	H	E GAI From					KE A South	VE E	FA		EW A West	VE N	
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour A	Analy	sis Fro	om 04	:00 PM	to 05:	45 PN	Л - Ре	ak 1 of	1								
Peak Hour for Er	ntire Inte	rsection	Begins a	t 04:45 PN	1												
04:45 PM	107	111	1	219	3	0	0	3	2	57	0	59	11	4	108	123	404
05:00 PM	110	74	1	185	4	0	0	4	1	71	0	72	10	1	127	138	399
05:15 PM	94	111	3	208	5	0	2	7	1	67	0	68	12	4	92	108	391
05:30 PM	104	77	1	182	4	0	0	4	3	69	0	72	7	2	103	112	370
Total Volume	415	373	6	794	16	0	2	18	7	264	0	271	40	11	430	481	1564
% App. Total	52.3	47	0.8		88.9	0	11.1		2.6	97.4	0		8.3	2.3	89.4		
PHF	.943	.840	.500	.906	.800	.000	.250	.643	.583	.930	.000	.941	.833	.688	.846	.871	.968



Dept of Transportation

File Name: C_159p11

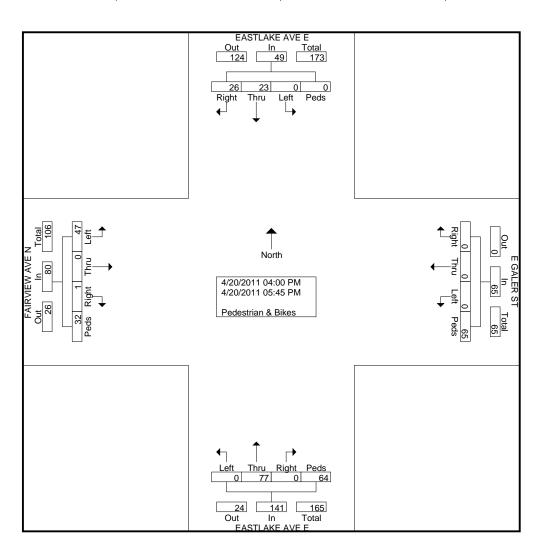
Counted by: BR Counter No: 1023

Site Code : 00042003 Weather: MIXED WEATHER Start Date : 4/20/2011

Page No : 1 Comments:

Groups Printed- Pedestrian & Bikes

	т											00		•~							1
	EA	STL	AKI	$\mathbf{E} \mathbf{A} \mathbf{V}$	ΈE		$\mathbf{E} \mathbf{G}$	ALE	R ST	Γ	EA	STI	LAK	E AV	ΈE	FA	AIRV	VIEV	V AV	ΈN	
		Fro	m No	orth			Fre	om E	ast			Fro	m So	outh			Fre	om V	Vest		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	7	0	0	7	0	0	0	10	10	0	5	0	6	11	0	0	4	1	5	33
04:15 PM	3	1	0	0	4	0	0	0	8	8	0	1	0	6	7	0	0	3	3	6	25
04:30 PM	5	0	0	0	5	0	0	0	8	8	0	10	0	6	16	0	0	4	3	7	36
04:45 PM	4	0	0	0	4	0	0	0	2	2	0	7	0	1	8	0	0	4	2	6	20
Total	12	8	0	0	20	0	0	0	28	28	0	23	0	19	42	0	0	15	9	24	114
						1										ı					ı
05:00 PM	4	4	0	0	8	0	0	0	14	14	0	17	0	10	27	1	0	6	6	13	62
05:15 PM	3	4	0	0	7	0	0	0	3	3	0	8	0	11	19	0	0	8	9	17	46
05:30 PM	2	2	0	0	4	0	0	0	12	12	0	9	0	17	26	0	0	9	4	13	55
05:45 PM	5	5	0	0	10	0	0	0	8	8	0	20	0	7	27	0	0	9	4	13	58
Total	14	15	0	0	29	0	0	0	37	37	0	54	0	45	99	1	0	32	23	56	221
Grand Total	26	23	0	0	49	0	0	0	65	65	0	77	0	64	141	1	0	47	32	80	335
Apprch %	53.1	46.9	0	0		0	0	0	100		0	54.6	0	45.4		1.2	0	58.8	40		
Total %	7.8	6.9	0	0	14.6	0	0	0	19.4	19.4	0	23	0	19.1	42.1	0.3	0	14	9.6	23.9	



Dept of Transportation

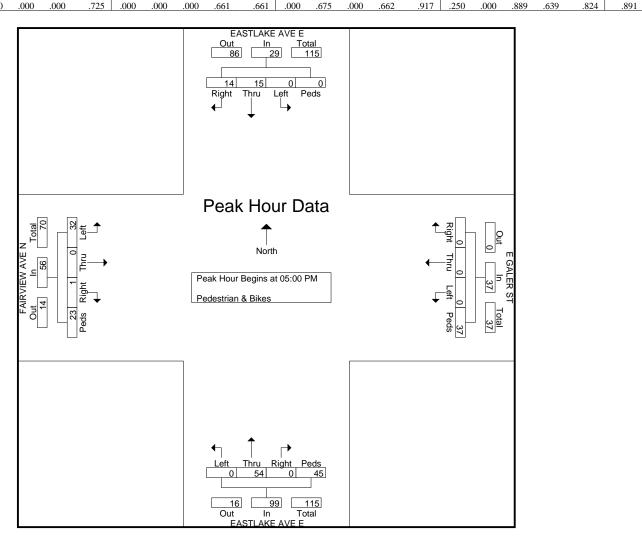
File Name: C_159p11

Counted by: BR Counter No: 1023

Site Code : 00042003 Weather: MIXED WEATHER Start Date : 4/20/2011

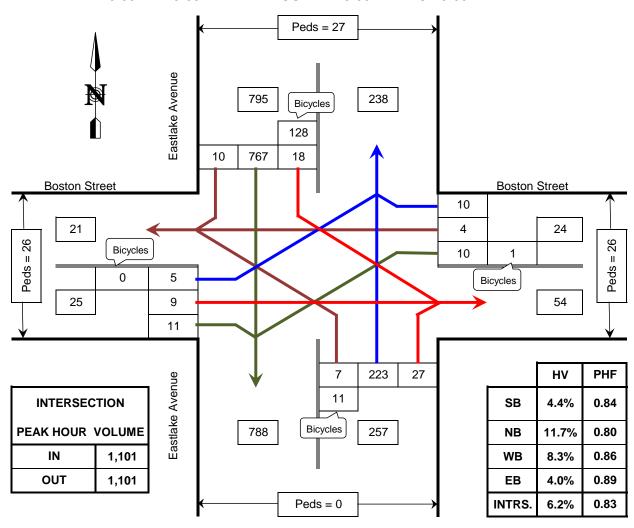
Page No : 2 Comments:

	EA				E E				R ST	Γ	EA		AKI		E E	F		/IEV		E N	
		Fro	m N	orun			Fr	om E	ası			r ro	m So	uun			rr(m V	vest		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Tota
Peak Hou	r Ana	alysis	s Froi	m 04	:00 PN	I to ()5:45	PM	- Pea	ak 1 of	1										
Peak Hour for	Entire	Interse	ction B	egins a	t 05:00 P	PM															
05:00 PM	4	4	0	0	8	0	0	0	14	14	0	17	0	10	27	1	0	6	6	13	62
05:15 PM	3	4	0	0	7	0	0	0	3	3	0	8	0	11	19	0	0	8	9	17	46
05:30 PM	2	2	0	0	4	0	0	0	12	12	0	9	0	17	26	0	0	9	4	13	55
05:45 PM	5	5	0	0	10	0	0	0	8	8	0	20	0	7	27	0	0	9	4	13	58
Total Volume	14	15	0	0	29	0	0	0	37	37	0	54	0	45	99	1	0	32	23	56	221
% App. Total	48.3	51.7	0	0		0	0	0	100		0	54.5	0	45.5		1.8	0	57.1	41.1		
DLIE	700	750	000	000	725	000	000	000	661	661	000	675	000	662	017	250	000	990	620	924	90





8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



PHF = Peak Hour Factor HV = Heavy Vehicles

Eastlake Avenue @ Boston Street

Seattle, WA

COUNTED BY: CM DATE OF COUNT: Thu. 6/4/15

REDUCED BY: CN TIME OF COUNT: 8:00 AM - 9:00 AM

REDUCTION DATE: Thu. 6/4/15 WEATHER: Overcast



LOCATION:	Eastlake Avenue @ Boston Street	DATE OF COUNT:	Thu. 6/4/15	COUNTED BY:	CM
	Seattle, WA	TIME OF COUNT:	8:00 AM - 9:00 AM	WFATHER:	Overcast

TIME		FROM NORTH ON							FROM SC	о нти	N				FROM E	AST ON	ı				FROM W	EST O	١		
INTERVAL			Eastlake	Avenu	e				Eastlake	Avenue	•				Boston	Street					Boston	Street			INTERVAL
ENDING																									TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																									-
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	5	8	23	3	151	2	0	7	5	3	43	10	3	0	0	2	2	0	2	1	0	0	3	3	222
08:30 AM	5	10	30	2	183	2	0	6	2	0	48	4	11	0	0	5	1	1	8	0	0	3	0	2	251
08:45 AM	13	8	41	12	221	4	0	9	3	1	71	8	6	1	0	2	0	5	11	0	0	1	1	5	331
09:00 AM	4	9	34	1	212	2	0	8	1	3	61	5	6	1	1	1	1	4	5	0	0	1	5	1	297
																						_			
PEAK HOUR TOTALS	27	35	128	18	767	10	0	30	11	7	223	27	26	2	1	10	4	10	26	1	0	5	9	11	INTERSECTION
ALL MOVEMENTS				795				257								24						25			1101
% HV				4.4%				11.7%								8.3%						4.0%			6.2%
PEAK HOUR FACTOR		0.84 0.80											0.86						0.89			0.83			

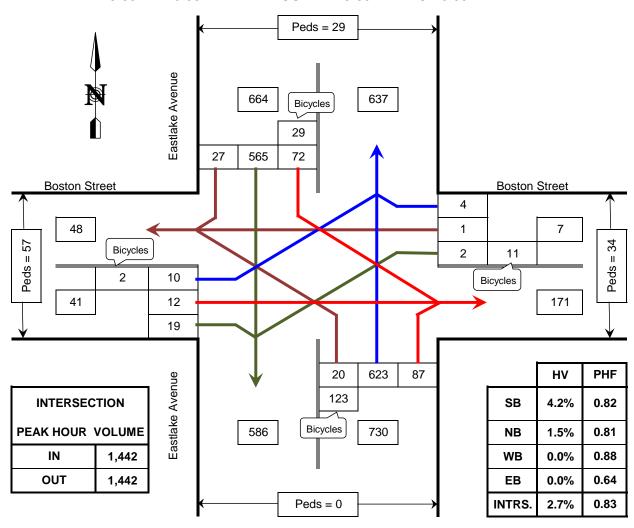
PHF = Peak Hour Factor	8:00 AM - 9:00 AM PEAK HOUR:	8:00 AM	то	9:00 AM
	·			

REDUCED BY: CN DATE OF REDUCTION: 6/4/2015

			FROM NO	ORTH O	N				FROM SC	итн о	N				FROM E	AST ON	l				FROM W	FST O			
			Eastlake						Eastlake						Boston						Boston		•		INTERVAL TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	27	35	128	18	767	10	0	30	11	7	223	27	26	2	1	10	4	10	26	1	0	5	9	11	1101



5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



PHF = Peak Hour Factor HV = Heavy Vehicles

Eastlake Avenue @ Boston Street

Seattle, WA

 COUNTED BY:
 CM
 DATE OF COUNT:
 Thu. 6/4/15

 REDUCED BY:
 CN
 TIME OF COUNT:
 5:00 PM - 6:00 PM

REDUCTION DATE: Thu. 6/4/15 WEATHER: Sunny



LOCATION:	Eastlake Avenue @ Boston Street	DATE OF COUNT:	Thu. 6/4/15	COUNTED BY:	CM
	Seattle, WA	TIME OF COUNT:	5:00 PM - 6:00 PM	WEATHER:	Sunny

TIME			FROM NO	ORTH O	N			1	FROM SO	о нти	N				FROM E	AST ON	1				FROM W	EST O	N		
INTERVAL			Eastlake	Avenue	•				Eastlake	Avenue	•				Boston	Street					Boston	Street			INTERVAL
ENDING																	I						I		TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																									-
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	5	5	2	26	104	1	0	3	21	10	114	20	5	0	3	0	1	0	8	0	1	2	4	6	288
05:30 PM	7	6	6	12	149	8	0	2	36	5	153	24	3	0	5	1	0	1	13	0	0	6	3	7	369
05:45 PM	8	8	13	18	178	6	0	3	44	3	201	20	14	0	2	1	0	1	18	0	1	0	4	2	434
06:00 PM	9	9	8	16	134	12	0	3	22	2	155	23	12	0	1	0	0	2	18	0	0	2	1	4	351
PEAK HOUR TOTALS	29	28	29	72	565	27	0	11	123	20	623	87	34	0	11	2	1	4	57	0	2	10	12	19	INTERSECTION
ALL MOVEMENTS				664				730								7						41			1442
% HV				4.2%				1.5%								0.0%						0.0%			2.7%
PEAK HOUR FACTOR	0.82									0.81						0.88						0.64			0.83

PHF = Peak Hour Factor 5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM

REDUCED BY: CN DATE OF REDUCTION: 6/4/2015

			FROM NO	ORTH O	N				FROM SC	UTH O	N				FROM E	AST ON					FROM W	EST ON	,		
			Eastlake	Avenue	9				Eastlake	Avenue	•				Boston	Street					Boston	Street			INTERVAL TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	29	28	29	72	565	27	0	11	123	20	623	87	34	0	11	2	1	4	57	0	2	10	12	19	1442

Dept of Transportation

Counted by: JH & BR Counter No: 1690 & 1023

Weather: CLEAR

Comments:

File Name : C_306ap11 Site Code : 00033103

Start Date : 3/31/2011

Page No : 1

Groups Printed- Vehicles - Trucks & Buses

								CHICLES		CIND							
	EAS	STLA	KE A	VE E		E LY	NN S'	Т	EAS	STLA	KE A	VE E		E LY	NN S'	Τ	
		From	Nort	h		Fron	ı East]	From	South	1		From	West	t	
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	12	40	0	52	5	17	4	26	2	55	11	68	15	8	30	53	199
07:15 AM	13	39	2	54	11	22	5	38	6	95	20	121	15	10	33	58	271
07:30 AM	30	48	2	80	2	38	9	49	6	123	17	146	12	10	27	49	324
07:45 AM	14	61	4	79	7	28	6	41	3	145	33	181	34	15	47	96	397
Total	69	188	8	265	25	105	24	154	17	418	81	516	76	43	137	256	1191
08:00 AM	24	90	2	116	8	27	10	45	11	189	37	237	19	18	47	84	482
08:15 AM	11	76	7	94	13	23	3	39	7	193	36	236	28	16	47	91	460
08:30 AM	14	65	1	80	3	35	5	43	3	198	16	217	16	21	42	79	419
08:45 AM	16	78	0	94	8	26	6	40	4	183	21	208	19	21	56	96	438
Total	65	309	10	384	32	111	24	167	25	763	110	898	82	76	192	350	1799
04:00 PM	22	117	5	144	4	14	2	20	7	120	17	144	2	8	29	39	347
04:15 PM	36	129	9	174	11	21	7	39	8	134	29	171	9	16	32	57	441
04:30 PM	41	118	5	164	6	25	7	38	6	130	23	159	9	14	24	47	408
04:45 PM	38	110	9	157	8	28	5	41	8	116	37	161	17	17	19	53	412
Total	137	474	28	639	29	88	21	138	29	500	106	635	37	55	104	196	1608
05:00 PM	36	138	3	177	6	46	14	66	7	132	28	167	14	19	18	51	461
05:15 PM	38	129	3	170	12	33	8	53	3	98	25	126	19	16	18	53	402
05:30 PM	32	136	9	177	6	24	14	44	7	129	23	159	16	25	29	70	450
05:45 PM	28	115	3	146	7	25	14	46	5	124	23	152	19	11	15_	45	389
Total	134	518	18	670	31	128	50	209	22	483	99	604	68	71	80	219	1702
	ı				ı				ı				ı				ı
Grand Total	405	1489	64	1958	117	432	119	668	93	2164	396	2653	263	245	513	1021	6300
Apprch %	20.7	76	3.3		17.5	64.7	17.8		3.5	81.6	14.9		25.8	24	50.2		
Total %	6.4	23.6	1	31.1	1.9	6.9	1.9	10.6	1.5	34.3	6.3	42.1	4.2	3.9	8.1	16.2	
Vehicles	394	1412	62	1868	116	427	118	661	87	2070	378	2535	261	242	510	1013	6077
% Vehicles	97.3	94.8	96.9	95.4	99.1	98.8	99.2	99	93.5	95.7	95.5	95.6	99.2	98.8	99.4	99.2	96.5
Trucks & Buses	11	77	2	90	1	5	1	7	6	94	18	118	2	3	3	8	223
% Trucks & Buses	2.7	5.2	3.1	4.6	0.9	1.2	0.8	1	6.5	4.3	4.5	4.4	0.8	1.2	0.6	0.8	3.5

Dept of Transportation

Counted by: JH & BR Counter No: 1690 & 1023

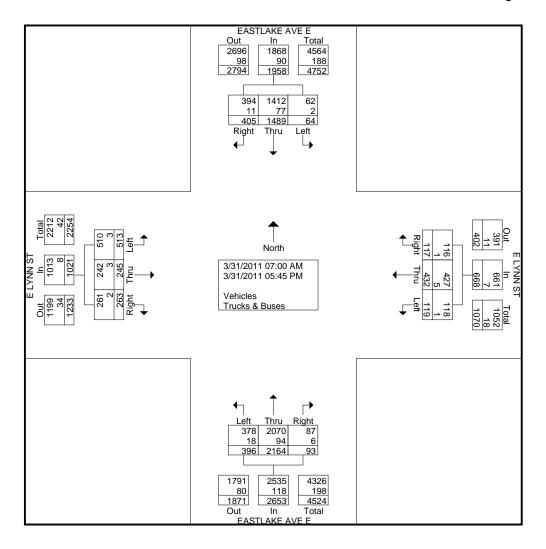
Weather: CLEAR

Comments:

File Name : C_306ap11

Site Code : 00033103 Start Date : 3/31/2011

Page No : 2



	EAS	TLA	KE A	VE E		E LY	NN S	\mathbf{T}	EAS	STLA	KE A	VE E		E LY	NN S	\mathbf{T}	
	I	From	Nort	h		From	East	,		From	South	1		From	west	t	
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour	Analy	/sis F	rom	07:00 A	AM to	08:4	5 AM	- Peak	1 of	1							
Peak Hour for E	Entire Int	ersection	n Begii	ns at 08:0	0 AM												
08:00 AM	24	90	2	116	8	27	10	45	11	189	37	237	19	18	47	84	482
08:15 AM	11	76	7	94	13	23	3	39	7	193	36	236	28	16	47	91	460
08:30 AM	14	65	1	80	3	35	5	43	3	198	16	217	16	21	42	79	419
08:45 AM	16	78	0	94	8	26	6	40	4	183	21	208	19	21	56	96	438
Total Volume	65	309	10	384	32	111	24	167	25	763	110	898	82	76	192	350	1799
% App. Total	16.9	80.5	2.6		19.2	66.5	14.4		2.8	85	12.2		23.4	21.7	54.9		
PHF	.677	.858	.357	.828	.615	.793	.600	.928	.568	.963	.743	.947	.732	.905	.857	.911	.933

Dept of Transportation

Counted by: JH & BR Counter No: 1690 & 1023

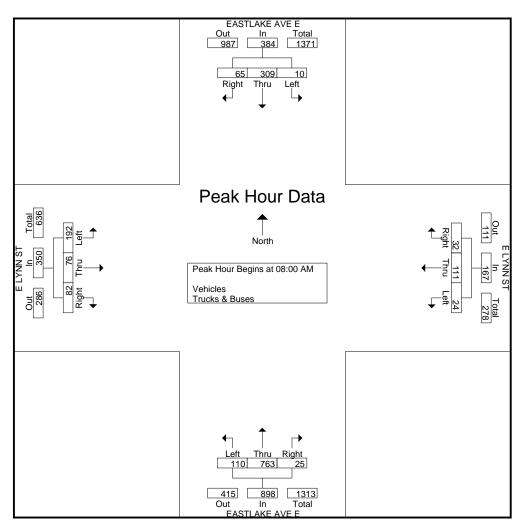
Weather: CLEAR

Comments:

File Name : C_306ap11 Site Code : 00033103

Start Date : 3/31/2011

Page No : 3



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for E	ntire Int	ersectio	n Begin	s at 04:4	5 PM												
04:45 PM	38	110	9	157	8	28	5	41	8	116	37	161	17	17	19	53	412
05:00 PM	36	138	3	177	6	46	14	66	7	132	28	167	14	19	18	51	461
05:15 PM	38	129	3	170	12	33	8	53	3	98	25	126	19	16	18	53	402
05:30 PM	32	136	9	177	6	24	14	44	7	129	23	159	16	25	29	70	450
Total Volume	144	513	24	681	32	131	41	204	25	475	113	613	66	77	84	227	1725
% App. Total	21.1	75.3	3.5		15.7	64.2	20.1		4.1	77.5	18.4		29.1	33.9	37		
PHF	.947	.929	.667	.962	.667	.712	.732	.773	.781	.900	.764	.918	.868	.770	.724	.811	.935

Dept of Transportation

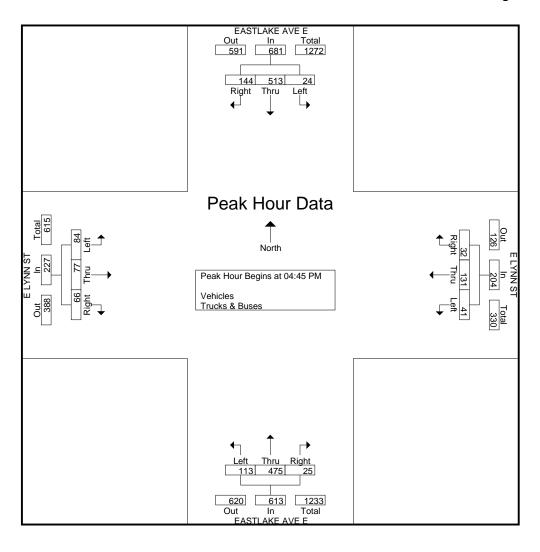
Counted by: JH & BR Counter No: 1690 & 1023

Weather: CLEAR

Comments:

File Name : C_306ap11 Site Code : 00033103 Start Date : 3/31/2011

Page No : 4



Dept of Transportation

Counted by: JH & BR Counter No: 1690 & 1023

Weather: CLEAR

Comments:

File Name : C_306ap11 Site Code : 00033103

Start Date : 3/31/2011

Page No : 1

Groups Printed- Pedestrian & Bikes

	EA	STI	AKI	E AV	ΈE		ΕÍ	YNI	N ST		EA	STI	AKI	E AV	ΈE		ΕL	YNI	N ST		
		Fro	m N	orth			Fr	om E	ast			Fro	m So	uth			Fre	m V	Vest		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	6	0	8	14	0	0	0	1	1	0	11	0	0	11	0	0	1	9	10	36
07:15 AM	0	1	0	19	20	0	0	0	1	1	0	8	0	7	15	0	0	0	4	4	40
07:30 AM	0	0	0	16	16	0	1	0	4	5	0	21	0	8	29	1	0	1	12	14	64
07:45 AM	0	1	0	7	8	0	0	1	1	2	0	9	0	1	10	0	0	0	13	13	33
Total	0	8	0	50	58	0	1	1	7	9	0	49	0	16	65	1	0	2	38	41	173
08:00 AM	0	3	0	16	19	0	0	0	12	12	0	20	1	3	24	0	0	0	24	24	79
08:15 AM	0	5	0	22	27	0	0	2	3	5	0	10	0	0	10	0	0	0	17	17	59
08:30 AM	1	2	0	22	25	0	0	0	8	8	0	4	3	6	13	0	0	0	12	12	58
08:45 AM	0	4	0	8	12	0	0	0	0	0	0	6	0	2	8	1	0	2	7	10	30
Total	1	14	0	68	83	0	0	2	23	25	0	40	4	11	55	1	0	2	60	63	226
04:00 PM	۱ ۵	E	0	E	10	۱ ۵	0	4	4	E	۱ ۵	2	0	1	4	0	0	0	_	<i>-</i>	24
04:00 PM	0	5 4	0	5 12	16	0	0	0	4 8	5 8	0	3 2	0	11	4 13	0	0	0	5 4	5 5	24 42
04:30 PM	0	13	0	9	22	0	0	1	10	11	0	4	0	4	8	0	0	0	7	7	48
04:45 PM	0	13	0	16	29	0	0	0	20	20	0	4	1	10	15	1	0	0	7	8	72
Total	0	35	0	42	77	0	0	2	42	44	0	13	1	26	40	2	0	0	23	25	186
05:00 PM		7	0	45	20		0	^	40	40		0	0	40	20	0	0	0	20	20	00
05:00 PM 05:15 PM	0	7 11	0	15 18	22 29	0	0	0	18 17	18 19	0	6	0	13 12	20 15	0	0	0	20 13	20 14	80 77
05.15 PM	0	11	0	11	29	0	0	0	15	15	0	3 5	0	7	12	0	0	0	11	11	60
05:45 PM	1	18	0	10	29	0	3	0	20	23	1	2	2	23	28	0	0	1	13	14	94
Total	1	47	0	54	102	0	<u>3</u>	<u>0</u>	70	<u>23</u> 75	2	16	2	<u></u>	75	1	0		13_ 57	14 59	311
i Ulai		47	U	54	102		4	'	70	73	. 2	10	2	55	13	1	U	'	31	39	311
Grand Total	2	104	0	214	320	0	5	6	142	153	2	118	7	108	235	5	0	5	178	188	896
Apprch %	0.6	32.5	0	66.9		0	3.3	3.9	92.8		0.9	50.2	3	46		2.7	0	2.7	94.7		
Total %	0.2	11.6	0	23.9	35.7	0	0.6	0.7	15.8	17.1	0.2	13.2	8.0	12.1	26.2	0.6	0	0.6	19.9	21	

Dept of Transportation

Counted by: JH & BR Counter No: 1690 & 1023

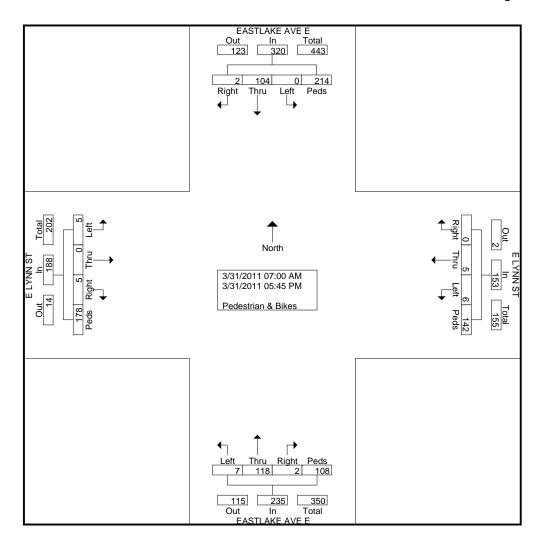
Weather: CLEAR

Comments:

File Name : C_306ap11 Site Code : 00033103

Start Date : 3/31/2011

Page No : 2



	EA	STL	AKE	$\mathbf{E}\mathbf{A}\mathbf{V}$	$\mathbf{E} \mathbf{E}$		$\mathbf{E} \mathbf{L}$	YNN	N ST		$\mathbf{E}A$	STL	AKI	$\mathbf{E}\mathbf{A}\mathbf{V}$	$\mathbf{E} \mathbf{E}$		$\mathbf{E} \mathbf{I}$	YNI	N ST		
		Fro	m No	orth			Fre	om E	ast			Fro	m So	uth			Fro	m V	Vest		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Ho	ur Ar	alys	is Fr	om (07:00	AM ·	to 08	3:45	AM ·	- Peal	k 1 o	f 1									
Peak Hour fo	r Entire	e Inters	section	n Begir	ns at 07:	:30 AM															
07:30 AM	0	0	0	16	16	0	1	0	4	5	0	21	0	8	29	1	0	1	12	14	64
07:45 AM	0	1	0	7	8	0	0	1	1	2	0	9	0	1	10	0	0	0	13	13	33
08:00 AM	0	3	0	16	19	0	0	0	12	12	0	20	1	3	24	0	0	0	24	24	79
08:15 AM	0	5	0	22	27	0	0	2	3	5	0	10	0	0	10	0	0	0	17	17	59
Total Volume	0	9	0	61	70	0	1	3	20	24	0	60	1	12	73	1	0	1	66	68	235
% App. Total	0	12.9	0	87.1		0	4.2	12.5	83.3		0	82.2	1.4	16.4		1.5	0	1.5	97.1		
PHF	.000	.450	.000	.693	.648	.000	.250	.375	.417	.500	.000	.714	250	375	.629	.250	.000	.250	.688	.708	.744

Dept of Transportation

Counted by: JH & BR Counter No: 1690 & 1023

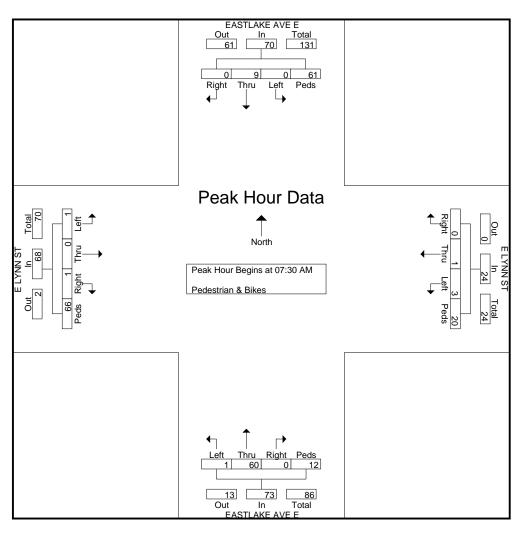
Weather: CLEAR

Comments:

File Name : C_306ap11 Site Code : 00033103

Start Date : 3/31/2011

Page No : 3



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour to	r Entir	e Inters	section	n Begin	ıs at 05:	:00 PM															
05:00 PM	0	7	0	15	22	0	0	0	18	18	1	6	0	13	20	0	0	0	20	20	80
05:15 PM	0	11	0	18	29	0	1	1	17	19	0	3	0	12	15	1	0	0	13	14	77
05:30 PM	0	11	0	11	22	0	0	0	15	15	0	5	0	7	12	0	0	0	11	11	60
05:45 PM	1	18	0	10	29	0	3	0	20	23	1	2	2	23	28	0	0	1	13	14	94
Total Volume	1	47	0	54	102	0	4	1	70	75	2	16	2	55	75	1	0	1	57	59	311
% App. Total	1	46.1	0	52.9		0	5.3	1.3	93.3		2.7	21.3	2.7	73.3		1.7	0	1.7	96.6		
PHF	.250	.653	.000	.750	.879	.000	.333	.250	.875	.815	.500	.667	.250	.598	.670	.250	.000	.250	.713	.738	.827

Dept of Transportation

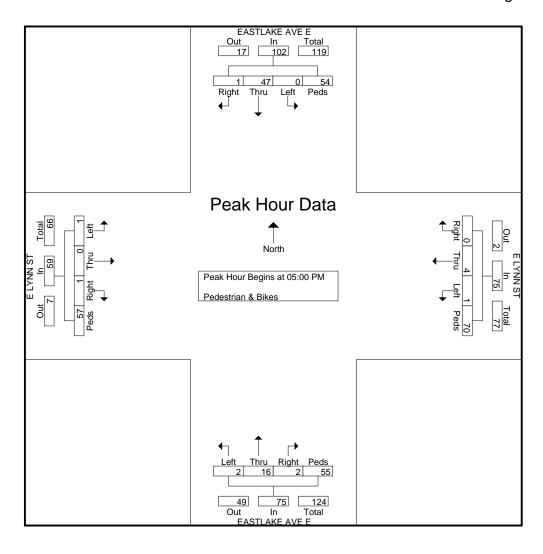
Counted by: JH & BR Counter No: 1690 & 1023

Weather: CLEAR

Comments:

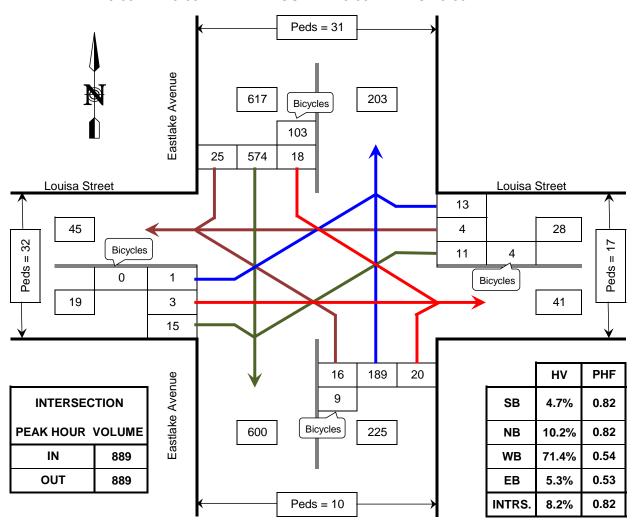
File Name : C_306ap11 Site Code : 00033103 Start Date : 3/31/2011

Page No : 4





8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



PHF = Peak Hour Factor HV = Heavy Vehicles

Eastlake Avenue @ Louisa Street

Seattle, WA

COUNTED BY: RN DATE OF COUNT: Thu. 6/4/15

REDUCED BY: CN TIME OF COUNT: 8:00 AM - 9:00 AM

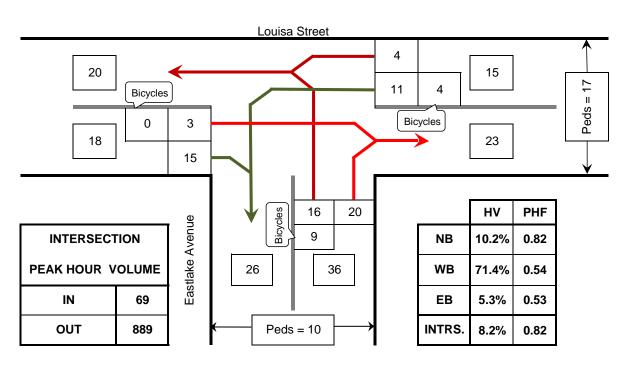
REDUCTION DATE: Sun. 6/7/15 WEATHER: Overcast



8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



REDUCTION DATE:



HV = Heavy Vehicles PHF = Peak Hour Factor

Overcast

Eastlake Avenue @ Louisa Street

Seattle, WA

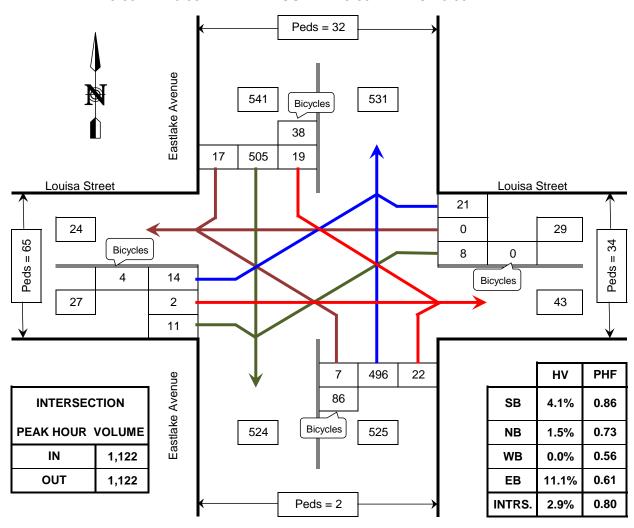
COUNTED BY:	RN	DATE OF COUNT:	Thu. 6/4/15
REDUCED BY:	CN	TIME OF COUNT:	8:00 AM - 9:00 AM

WEATHER:

Sun. 6/7/15



5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



PHF = Peak Hour Factor HV = Heavy Vehicles

Eastlake Avenue @ Louisa Street

Seattle, WA

COUNTED BY: RN DATE OF COUNT: Thu. 6/4/15

REDUCED BY: CN TIME OF COUNT: 5:00 PM - 6:00 PM

REDUCTION DATE: Sun. 6/7/15 WEATHER: Sunny



 LOCATION:
 Eastlake Avenue @ Louisa Street
 DATE OF COUNT:
 Thu. 6/4/15
 COUNTED BY:
 RN

 Seattle, WA
 TIME OF COUNT:
 5:00 PM - 6:00 PM
 WEATHER:
 Sunny

TIME INTERVAL ENDING			FROM No						FROM So						FROM E		l					INTERVAL TOTALS			
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	12	8	12	12	141	4	1	4	25	3	169	8	12	0	0	2	0	3	25	0	1	6	2	0	350
05:30 PM	6	6	12	5	149	4	1	1	27	1	125	4	9	0	0	3	0	10	16	1	1	4	0	7	312
05:45 PM	8	3	4	1	112	3	0	3	27	0	113	5	9	0	0	3	0	5	11	0	0	2	0	1	245
06:00 PM	6	5	10	1	103	6	0	0	7	3	89	5	4	0	0	0	0	3	13	2	2	2	0	3	215
PEAK HOUR TOTALS	32	22	38	19	505	17	2	8	86	7	496	22	34	0	0	8	0	21	65	3	4	14	2	11	INTERSECTION
ALL MOVEMENTS	JE	LL	30	541	505			- 3	30	525	430		34		U	29		!	65 3 4 14 2 11					1122	
% HV				4.1%						1.5%						0.0%			11.1%					2.9%	
PEAK HOUR FACTOR				0.86						0.73						0.56			0.61						0.80

PHF = Peak Hour Factor 5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM

 REDUCED BY:
 CN
 DATE OF REDUCTION:
 6/7/2015

			FROM NO	ORTH O	N				FROM SC	O HTU	N				FROM E	AST ON					FROM W	EST OF	4		
			Eastlake	Avenue	•				Eastlake	Avenue	•				Louisa	Street					Louisa	Street			INTERVAL
																									TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0 0 0 0 0 0					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	32 22 38 19 505 17					17	2	8	86	7	496	22	34	0	0	8	0	21	65	3	4	14	2	11	1122

Dept of Transportation

Counted by: JH & BR Counter No: 1690 & 1023

Weather: SUNNY

Comments:

File Name : C_108ap11 Site Code : 00051803

Start Date : 5/18/2011

Page No : 1

Groups Printed- Vehicles - Trucks & Buses

				•	Caps		ica i	CILICION	110	CILD C	Dust						
	EAS	STLA	KE A	VE E	E 1	ROA	NOKI	E ST	EAS	STLA	KE A	VE E	E]	ROAN	NOKE	EST	
		From	Nort	h		Fron	n East	t]	From	South	1		From	West	t	
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	7	63	0	70	10	5	16	31	0	47	0	47	10	0	4	14	162
07:15 AM	4	103	0	107	21	5	20	46	0	41	1	42	5	1	6	12	207
07:30 AM	4	161	1	166	13	9	31	53	2	58	1	61	7	0	6	13	293
07:45 AM	4	197	3	204	17	10	38	65	2	59	0	61	5	1	7	13	343
Total	19	524	4	547	61	29	105	195	4	205	2	211	27	2	23	52	1005
	i.																
08:00 AM	5	196	4	205	17	2	31	50	1	94	2	97	6	2	7	15	367
08:15 AM	4	252	0	256	17	8	45	70	2	100	2	104	4	1	11	16	446
08:30 AM	4	251	0	255	11	5	39	55	0	95	0	95	7	0	9	16	421
08:45 AM	10	197	3	210	13	8	32	53	2	90	5	97	12	2	9	23	383
Total	23	896	7	926	58	23	147	228	5	379	9	393	29	5	36	70	1617
04:00 PM	5	154	2	161	1 25	_	20	60	1 1	150	4	163	10	2	10	24	408
04:00 PM 04:15 PM	11	154 146	2	161	25 14	5 9	30 38	60 61	1 8	158 145	4 2	155	5	2	12 10	24 16	397
04:13 PM 04:30 PM	13	137	8	151	16	5	32	53	6	130	2	133	5	1	5	10	357
04:45 PM	11	154	5	170	26	8	18	52	1	165	1	167	7	1	10	18	407
Total	40	591	16	647	81	27	118	226	16	598	9	623	27		37	69	1565
Total	10	371	10	0+7	01	21	110	220	10	376		023		3	31	0)	1303
05:00 PM	10	134	4	148	24	3	32	59	8	179	3	190	5	1	16	22	419
05:15 PM	13	153	0	166	23	7	36	66	5	207	1	213	5	7	11	23	468
05:30 PM	10	138	2	150	23	13	25	61	3	209	0	212	7	0	12	19	442
05:45 PM	4	166	4	174	27	8	25	60	4	172	2	178	4	1	10	15	427
Total	37	591	10	638	97	31	118	246	20	767	6	793	21	9	49	79	1756
Grand Total	119	2602	37	2758	297	110	488	895	45	1949	26	2020	104	21	145	270	5943
Apprch %	4.3	94.3	1.3		33.2	12.3	54.5		2.2	96.5	1.3		38.5	7.8	53.7		
Total %	2	43.8	0.6	46.4	5	1.9	8.2	15.1	0.8	32.8	0.4	34	1.7	0.4	2.4	4.5	
Vehicles	117	2501	36	2654	292	108	481	881	45	1864	24	1933	102	21	144	267	5735
% Vehicles	98.3	96.1	97.3	96.2	98.3	98.2	98.6	98.4	100	95.6	92.3	95.7	98.1	100	99.3	98.9	96.5
Trucks & Buses	2	101	1	104	5	2	7	14	0	85	2	87	2	0	1	3	208
% Trucks & Buses	1.7	3.9	2.7	3.8	1.7	1.8	1.4	1.6	0	4.4	7.7	4.3	1.9	0	0.7	1.1	3.5

Dept of Transportation

Counted by: JH & BR Counter No: 1690 & 1023

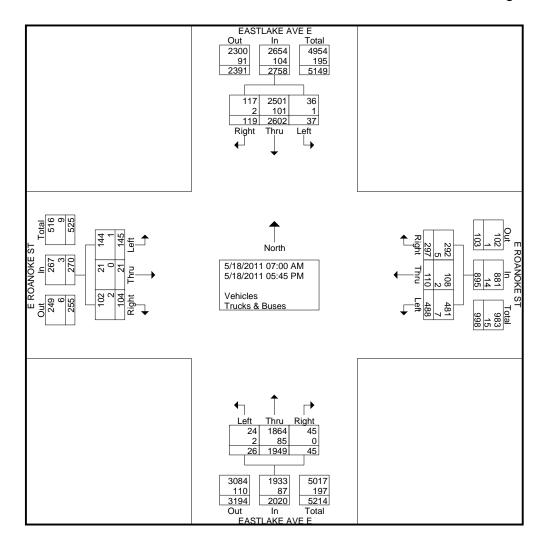
Weather: SUNNY

Comments:

File Name : C_108ap11

Site Code : 00051803 Start Date : 5/18/2011

Page No : 2



	EAS	TLA	KE AV	VE E	\mathbf{E} F	ROAN	IOKE	E ST	EAS	STLA	KE A	VE E	\mathbf{E}	ROA	NOKE	E ST	
]	From	North			From	East	į]	From	South	1		From	West	t	
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour A	Analys	sis Fro	m 07:0	00 AM	to 08	:45 A	M - P	eak 1 o	f 1								
Peak Hour for Er	ntire Inter	section 1	Begins at	08:00 AN	Л												
08:00 AM	5	196	4	205	17	2	31	50	1	94	2	97	6	2	7	15	367
08:15 AM	4	252	0	256	17	8	45	70	2	100	2	104	4	1	11	16	446
08:30 AM	4	251	0	255	11	5	39	55	0	95	0	95	7	0	9	16	421
08:45 AM	10	197	3	210	13	8	32	53	2	90	5	97	12	2	9	23	383
Total Volume	23	896	7	926	58	23	147	228	5	379	9	393	29	5	36	70	1617
% App. Total	2.5	96.8	0.8		25.4	10.1	64.5		1.3	96.4	2.3		41.4	7.1	51.4		
PHF	.575	.889	.438	.904	.853	.719	.817	.814	.625	.948	.450	.945	.604	.625	.818	.761	.906

Dept of Transportation

Counted by: JH & BR Counter No: 1690 & 1023

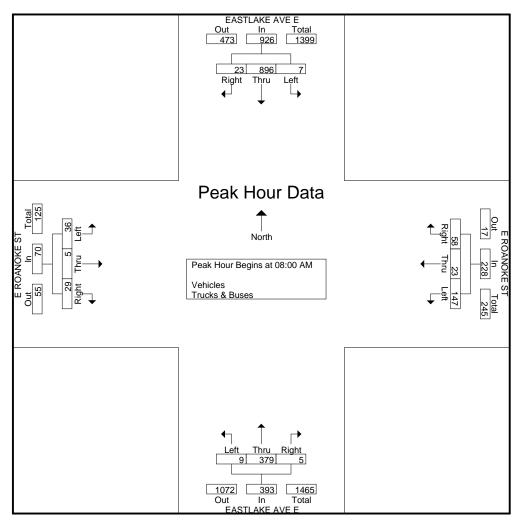
Weather: SUNNY

Comments:

File Name : C_108ap11 Site Code : 00051803

Start Date : 5/18/2011

Page No : 3



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for En	ntire Inter	section 1	Begins at	05:00 PM	1												
05:00 PM	10	134	4	148	24	3	32	59	8	179	3	190	5	1	16	22	419
05:15 PM	13	153	0	166	23	7	36	66	5	207	1	213	5	7	11	23	468
05:30 PM	10	138	2	150	23	13	25	61	3	209	0	212	7	0	12	19	442
05:45 PM	4	166	4	174	27	8	25	60	4	172	2	178	4	1	10	15	427
Total Volume	37	591	10	638	97	31	118	246	20	767	6	793	21	9	49	79	1756
% App. Total	5.8	92.6	1.6		39.4	12.6	48		2.5	96.7	0.8		26.6	11.4	62		
PHF	.712	.890	.625	.917	.898	.596	.819	.932	.625	.917	.500	.931	.750	.321	.766	.859	.938

Dept of Transportation

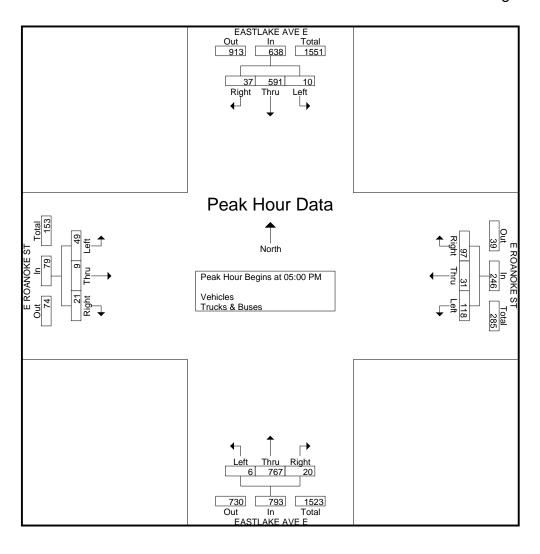
Counted by: JH & BR Counter No: 1690 & 1023

Weather: SUNNY

Comments:

File Name : C_108ap11 Site Code : 00051803 Start Date : 5/18/2011

Page No : 4



Dept of Transportation

Counted by: JH & BR Counter No: 1690 & 1023

Weather: SUNNY

Comments:

File Name : C_108ap11 Site Code : 00051803

Start Date : 5/18/2011

Page No : 1

Groups Printed- Pedestrian & Bikes

	EASTLAKE AVE F					E	RO	ANO	KE	ST	EA	STI	AKI	E AV	E E	E	RO	ANO	KE	ST	
		Fro	m N	orth			Fre	om E	ast			Fro	m So	outh			Fre	m V	Vest		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	37	0	6	43	0	0	1	1	2	0	2	0	3	5	0	0	0	0	0	50
07:15 AM	1	33	1	12	47	0	0	0	5	5	0	3	0	2	5	0	2	0	1	3	60
07:30 AM	1	34	0	0	35	0	0	0	0	0	0	5	0	7	12	0	1	0	0	1	48
07:45 AM	0	34	0	6	40	0	0	2	5	7	0	8	0	3	11	0	0	0	2	2	60
Total	2	138	1	24	165	0	0	3	11	14	0	18	0	15	33	0	3	0	3	6	218
08:00 AM	1	38	0	9	48	1	0	0	1	2	0	3	0	4	7	0	0	0	5	5	62
08:15 AM	1	40	0	5	46	0	0	1	0	1	0	3	1	1	5	0	0	1	3	4	56
08:30 AM	0	31	0	2	33	0	1	1	0	2	0	5	0	10	15	0	0	0	0	0	50
08:45 AM	1	44	0	2	47	0	0	0	0	0	0	7	0	1	8	0	0	2	0	2	57
Total	3	153	0	18	174	1	1	2	1	5	0	18	1	16	35	0	0	3	8	11	225
04:00 PM	l 0	0	0	2	12	l 0	0	0	F	_	l 0	1.1	0	2	12	l 0	0	0	0	o	20
04:00 PM 04:15 PM	0	9 12	0	3	12 13	0	0	0	5 4	5 5	0	11 23	0	2 3	13 26	0	0	0	8	8 7	38 51
04:30 PM	0	6	0	2	8	0	0	0	12	12	0	20	0	3	20	0	0	0	6 8	8	49
04:45 PM	0	10	0	3	13	1	0	0	3	4	1	27	0	4	32	0	0	0	6	6	55
Total	0	37	0	9	46	1	1	0	24	26	1	81	0	10	92	0	0	1	28	29	193
05:00 PM	1 1	12	0	2	15	0	1	0	3	4	0	32	0	5	37	0	0	0	20	20	76
05:15 PM	0	15	0	2	17	0	1	0	5	4 6	0	37	0	9	46	0	1	2	13	16	85
05:30 PM	2	12	0	3	17	1	0	0	4	5	0	63	0	6	69	0	0	2	6	8	99
05:45 PM	2	11	0	1	14	1	0	0	5	6	0	33	0	8	41	0	0	1	20	21	82
Total	5	50	0	8	63	2	2	0	17	21	0	165	0	28	193	0	1			65	342
Total	,	30	Ü	O			_	O		21		103	Ü	20			1	3	37	05	
Grand Total	10	378	1	59	448	4	4	5	53	66	1	282	1	69	353	0	4	9	98	111	978
Apprch %	2.2	84.4	0.2	13.2		6.1	6.1	7.6	80.3		0.3	79.9	0.3	19.5		0	3.6	8.1	88.3		
Total %	1	38.7	0.1	6	45.8	0.4	0.4	0.5	5.4	6.7	0.1	28.8	0.1	7.1	36.1	0	0.4	0.9	10	11.3	

Dept of Transportation

Counted by: JH & BR Counter No: 1690 & 1023

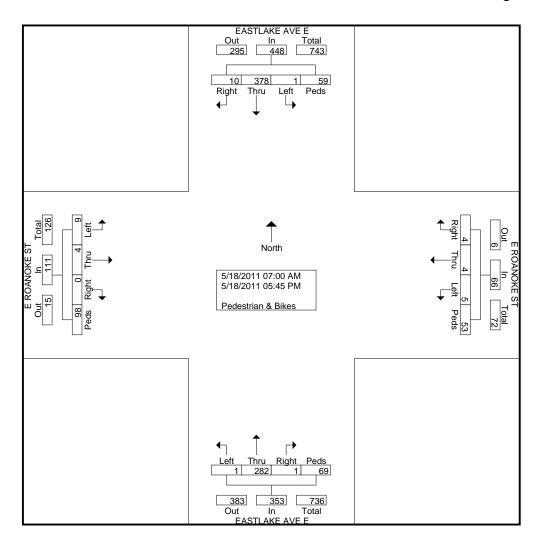
Weather: SUNNY

Comments:

File Name: C_108ap11

Site Code : 00051803 Start Date : 5/18/2011

Page No : 2



		EA	STL	AKI	$\mathbf{E} \mathbf{A} \mathbf{V}$	$\mathbf{E} \mathbf{E}$	E	RO	ANO	KE :	ST	$\mathbf{E}A$	STI	LAK I	$\mathbf{E} \mathbf{A} \mathbf{V}$	$\mathbf{E} \mathbf{E}$	E	RO	ANO	KE !	ST	
			Fro	m No	orth			Fre	om E	ast			Fro	m So	uth			Fre	m V	Vest		
Start Tir	ne R	ight	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak H	Iour .	Ana	lysis	Froi	n 07:	00 Al	M to	08:45	5 AM	I - Pe	eak 1 o	of 1										
Peak Hou	r for E	ntire l	Interse	ction B	egins at	t 07:15 A	AM															i
07:15 A	AM	1	33	1	12	47	0	0	0	5	5	0	3	0	2	5	0	2	0	1	3	60
07:30 A	AM	1	34	0	0	35	0	0	0	0	0	0	5	0	7	12	0	1	0	0	1	48
07:45 A	AM	0	34	0	6	40	0	0	2	5	7	0	8	0	3	11	0	0	0	2	2	60
08:00 A	AM .	1	38	0	9	48	1	0	0	1	2	0	3	0	4	7	0	0	0	5	5	62
Total Volu	ıme	3	139	1	27	170	1	0	2	11	14	0	19	0	16	35	0	3	0	8	11	230
% App. To	otal	1.8	81.8	0.6	15.9		7.1	0	14.3	78.6		0	54.3	0	45.7		0	27.3	0	72.7		
P	HF :	750	.914	.250	.563	.885	.250	.000	.250	.550	.500	.000	.594	.000	.571	.729	.000	.375	.000	.400	.550	.927

Dept of Transportation

Counted by: JH & BR Counter No: 1690 & 1023

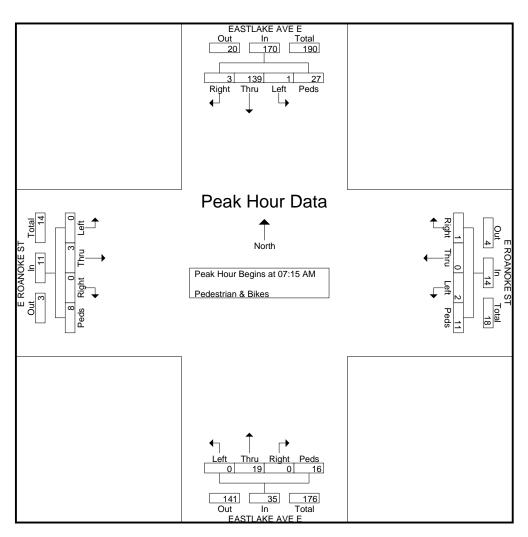
Weather: SUNNY

Comments:

File Name : C_108ap11

Site Code : 00051803 Start Date : 5/18/2011

Page No : 3



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for	Entire	Interse	ction B	egins at	t 05:00 I	PM															
05:00 PM	1	12	0	2	15	0	1	0	3	4	0	32	0	5	37	0	0	0	20	20	76
05:15 PM	0	15	0	2	17	0	1	0	5	6	0	37	0	9	46	0	1	2	13	16	85
05:30 PM	2	12	0	3	17	1	0	0	4	5	0	63	0	6	69	0	0	2	6	8	99
05:45 PM	2	11	0	1	14	1	0	0	5	6	0	33	0	8	41	0	0	1	20	21	82
Total Volume	5	50	0	8	63	2	2	0	17	21	0	165	0	28	193	0	1	5	59	65	342
% App. Total	7.9	79.4	0	12.7		9.5	9.5	0	81		0	85.5	0	14.5		0	1.5	7.7	90.8		
PHF	.625	.833	.000	.667	.926	.500	.500	.000	.850	.875	.000	.655	.000	.778	.699	.000	.250	.625	.738	.774	.864

Dept of Transportation

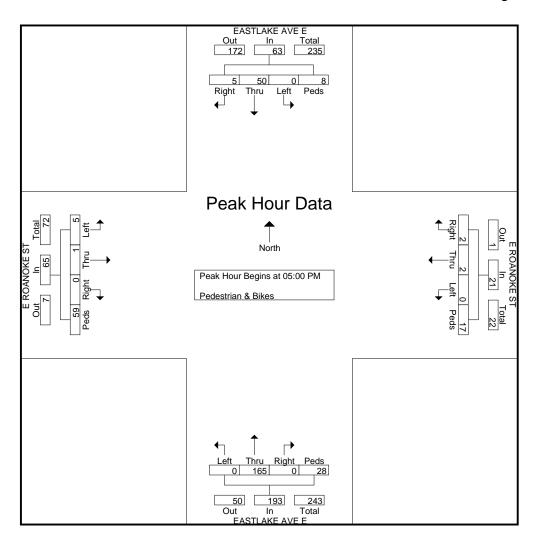
Counted by: JH & BR Counter No: 1690 & 1023

Weather: SUNNY

Comments:

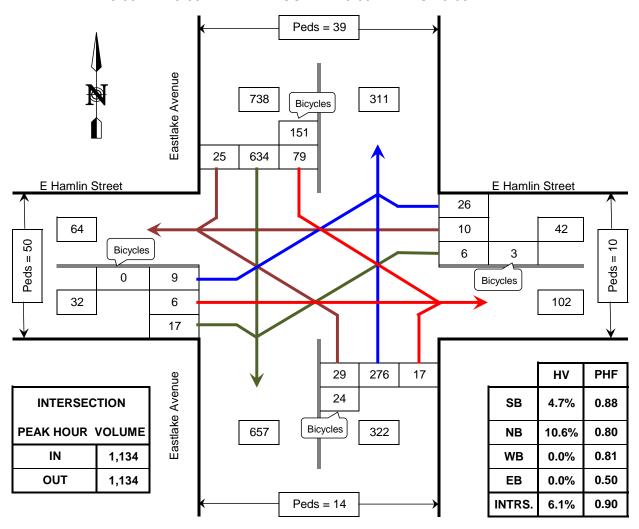
File Name : C_108ap11 Site Code : 00051803 Start Date : 5/18/2011

Page No : 4





8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



PHF = Peak Hour Factor HV = Heavy Vehicles

Eastlake Avenue @ E Hamlin Street

Seattle, WA

COUNTED BY: SF DATE OF COUNT: Thu. 6/4/15

REDUCED BY: CN TIME OF COUNT: 8:00 AM - 9:00 AM

REDUCTION DATE: Thu. 6/4/15 WEATHER: Overcast



LOCATION:	Eastlake Avenue @ E Hamlin Street	DATE OF COUNT:	Thu. 6/4/15	COUNTED BY:	SF
	Seattle WA	TIME OF COUNT:	8·00 AM - 9·00 AM	WEATHER:	Overcast

TIME INTERVAL ENDING			FROM No						FROM So						FROM E						FROM W				INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	н٧	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	8	4	34	24	155	3	3	7	10	13	54	4	2	0	0	3	2	6	11	0	0	1	2	2	269
08:30 AM	11	8	38	21	160	11	4	12	6	9	62	3	2	0	1	1	2	2	20	0	0	2	1	1	275
08:45 AM	11	11	43	23	178	8	3	9	6	2	72	2	5	0	2	0	4	9	4	0	0	3	2	11	314
09:00 AM	9	12	36	11	141	3	4	6	2	5	88	8	1	0	0	2	2	9	15	0	0	3	1	3	276
00.00 AM	3	12	30	_ · ·	1-71	3	-7	3		J .	50	3		3	3			- 3	-13	0		<u> </u>	'	3	270
PEAK HOUR TOTALS	39	35	151	79	634	25	14	34	24	29	276	17	10	0	3	6	10	26	50	0	0	9	6	17	INTERSECTION
ALL MOVEMENTS				738						322						42			32						1134
% HV				4.7%						10.6%						0.0%					6.1%				
PEAK HOUR FACTOR				0.88						0.80						0.81					0.90				

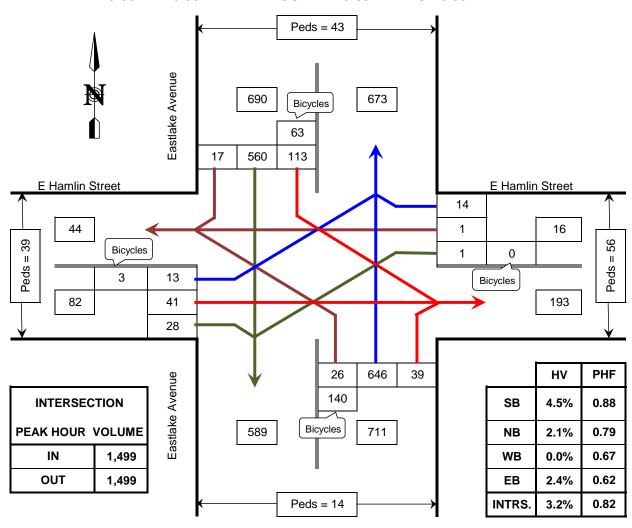
PHF = Peak Hour Factor 8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM

REDUCED BY: CN DATE OF REDUCTION: 6/4/2015

		- 1	FROM NO	ORTH O	N			- 1	FROM SC	UTH O	N				FROM E	AST ON					FROM W	EST ON	ı		
			Eastlake	Avenue	a				Eastlake	Avenue	,				E Hamli	n Street					E Hamlir	Street			INTERVAL
																									TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	39	35	151	79	634	25	14	34	24	29	276	17	10	0	3	6	10	26	50	0	0	9	6	17	1134



5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



PHF = Peak Hour Factor HV = Heavy Vehicles

Eastlake Avenue @ E Hamlin Street

Seattle, WA

COUNTED BY: SF DATE OF COUNT: Thu. 6/4/15

REDUCED BY: CN TIME OF COUNT: 5:00 PM - 6:00 PM

REDUCTION DATE: Thu. 6/4/15 WEATHER: Sunny



LOCATION:	Eastlake Avenue @ E Hamlin Street	DATE OF COUNT:	Thu. 6/4/15	COUNTED BY:	SF
	Seattle, WA	TIME OF COUNT:	5:00 PM - 6:00 PM	WEATHER:	Sunny

TIME			FROM NO	ORTH O	N			ı	FROM S	о нтис	N				FROM E	AST ON	1				FROM W	EST O	N			
INTERVAL			Eastlake	Avenue	•				Eastlake	Avenue	e				E Hamli	n Street					E Hamlii	Street	:		INTERVAL	
ENDING AT	Peds	HV	Bicvcle	Left	T1	Dimba	Peds	HV	Bicvcle	Left	Th	Right	D- d-	1107	Bicvcle	Left	T1	Right	D. d.	1111/	Bicvcle	Left	Th	Right	TOTALS	
					Thru				,,,,,									Ť								
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:15 PM	17	8	21	30	164	3	4	5	33	4	207	14	20	0	0	0	0	4	15	1	0	5	21	7	459	
																-	1							1		
05:30 PM	8	8	11	32	117	4	2	2	35	9	148	3	14	0	0	0		2	5	0	1	3	6	5	330	
05:45 PM	10	6	18	33	153	5	5	3	44	5	156	14	9	0	0	11	0	2	11	0	2	3	9	6	387	
06:00 PM	8	9	13	18	126	5	3	5	28	8	135	8	13	0	0	0	0	6	8	1	0	2	5	10	323	
PEAK HOUR TOTALS	43	31	63	113	560	17	14	15	140	26	646	39	56	0	0	1	1	14	39	2	3	13	41	28	INTERSECTION	
ALL MOVEMENTS				690						711						16				82						
% HV				4.5%						2.1%						0.0%						2.4%			3.2%	
PEAK HOUR FACTOR				0.88						0.79						0.67						0.62			0.82	

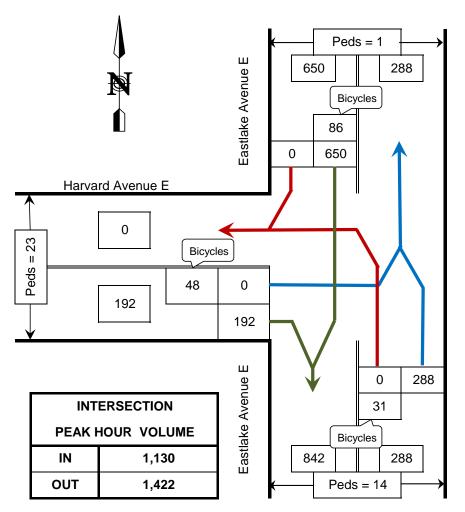
	PHF = Peak Hour Factor	5:00 PM - 6:00 PM PEAK HOUR:	5:00 PM	TO 6:00 PM
--	------------------------	------------------------------	---------	------------

REDUCED BY: CN DATE OF REDUCTION: 6/4/2015

																			1						
			FROM NO	ORTH O	N				FROM SC	отн о	N				FROM E	AST ON					FROM W	EST OF	N		
			Eastlake	Avenu	е				Eastlake	Avenue	•				E Hamli	n Street					E Hamlir	Street			INTERVAL
																									TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	43	31	63	113	560	17	14	15	140	26	646	39	56	0	0	1	1	14	39	2	3	13	41	28	1499



8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



	HV	PHF
SB	5.1%	0.91
NB	10.8%	0.83
EB	3.1%	0.66
INTRS.	6.0%	0.85

HV = Heavy Vehicles PHF = Peak Hour Factor

Eastlake Avenue E @ Harvard Avenue E

Seattle, WA

COUNTED BY: SN/PW DATE OF COUNT: Wed. 1/28/15

REDUCED BY: CN TIME OF COUNT: 8:00 AM - 9:00 AM

REDUCTION DATE: Wed. 1/28/15 WEATHER: Sunny



LOCATION:	Eastlake Avenue E @ Harvard Avenue E	DATE OF COUNT:	Wed. 1/28/15	COUNTED BY:	SN/PW
	Seattle, WA	TIME OF COUNT:	8:00 AM - 9:00 AM	WEATHER:	Sunny

TIME INTERVAL ENDING			FROM NO						FROM So						FROM E	AST ON	I				FROM W				INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	19	11	43	176	0	0	9	8	0	62	0	0	0	0	0	0	0	0	2	8	0	0	30	311
08:30 AM	0	11	25	75	156	0	4	11	5	0	80	0	0	0	0	0	0	0	9	3	9	0	0	34	345
08:45 AM	0	5	30	83	150	0	5	5	5	0	59	0	0	0	0	0	0	0	6	1	14	0	0	55	347
09:00 AM	1	13	20	91	168	0	5	6	13	0	87	0	0	0	0	0	0	0	8	0	17	0	0	73	419
PEAK HOUR TOTALS	1	48	86	292	650	0	14	31	31	0	288	0	0	0	0	0	0	0	23	6	48	0	0	192	INTERSECTION
ALL MOVEMENTS				942						288						0			192						1422
% HV				5.1%					,	10.8%					,	#N/A							6.0%		
PEAK HOUR FACTOR				0.91						0.83						#N/A							0.85		

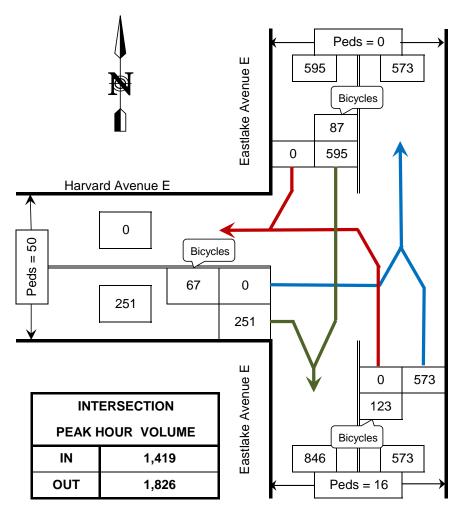
PHF = Peak Hour Factor 8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM

REDUCED BY: CN DATE OF REDUCTION: 1/28/2015

			FROM NO	ORTH O	N				FROM SC	онти	N				FROM E	AST ON					FROM W	EST OF	1		
		ı	Eastlake A	Avenue	E			ı	Eastlake .	Avenue	E										Harvard A	Avenue	E		INTERVAL TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	1	48	86	292	650	0	14	31	31	0	288	0	0	0	0	0	0	0	23	6	48	0	0	192	1422



5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



	HV	PHF
SB	3.5%	0.89
NB	3.3%	0.81
EB	1.2%	0.86
INTRS.	3.1%	0.90

HV = Heavy Vehicles PHF = Peak Hour Factor

Eastlake Avenue E @ Harvard Avenue E

Seattle, WA

COUNTED BY: SN/PW DATE OF COUNT: Wed. 1/28/15

REDUCED BY: CN TIME OF COUNT: 5:00 PM - 6:00 PM

REDUCTION DATE: Wed. 1/28/15 WEATHER: Sunny



 LOCATION:
 Eastlake Avenue E @ Harvard Avenue E
 DATE OF COUNT:
 Wed. 1/28/15
 COUNTED BY:
 SN/PW

 Seattle, WA
 TIME OF COUNT:
 5:00 PM - 6:00 PM
 WEATHER:
 Sunny

TIME			FROM NO	ORTH O	N				FROM SO	о нти	N				FROM E	AST ON					FROM W	EST ON	١		
INTERVAL ENDING		i	Eastlake /	Avenue	E			E	Eastlake	Avenue	E										Harvard A	Avenue	E		INTERVAL TOTALS
	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	7	24	118	163	0	7	7	22	0	177	0	0	0	0	0	0	0	12	1	17	0	0	48	506
05:30 PM	0	5	15	93	145	0	2	3	24	0	157	0	0	0	0	0	0	0	9	0	28	0	0	59	454
05:45 PM	0	14	29	102	153	0	2	5	42	0	125	0	0	0	0	0	0	0	16	1	9	0	0	73	453
06:00 PM	0	9	19	94	134	0	5	4	35	0	114	0	0	0	0	0	0	0	13	1	13	0	0	71	413
PEAK HOUR TOTALS	0	35	87	407	595	0	16	19	123	0	573	0	0	0	0	0	0	0	50	3	67	0	0	251	INTERSECTION
ALL MOVEMENTS	U	33	UI.	1002	333	·	10	13	123	573	3,3	U	U	U	U	0	U	U	- 30	3	1826				
% HV				3.5%						3.3%						#N/A					3.1%				
PEAK HOUR FACTOR				0.89						0.81						#N/A					0.90				

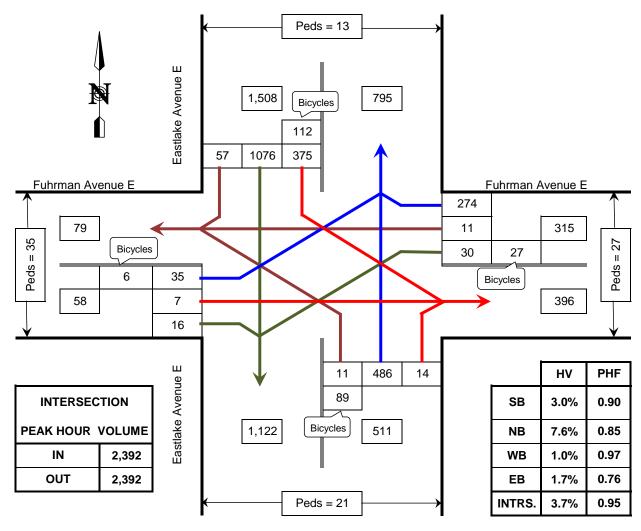
PHF = Peak Hour Factor 5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM

 REDUCED BY:
 CN
 DATE OF REDUCTION:
 1/28/2015

			FROM NO	ORTH O	N				FROM SC	о нти	N				FROM E	AST ON					FROM W	EST OF	4		
			Eastlake /	Avenue	E				Eastlake A	Avenue	E									1	Harvard A	venue	E		INTERVAL
																									TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	0	35	87	407	595	0	16	19	123	0	573	0	0	0	0	0	0	0	50	3	67	0	0	251	1826



8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



PHF = Peak Hour Factor HV = Heavy Vehicles

Eastlake Avenue E @ Fuhrman Avenue E

Seattle, WA

COUNTED BY: RN/JR DATE OF COUNT: Wed. 1/28/15

REDUCED BY: CN TIME OF COUNT: 8:00 AM - 9:00 AM

REDUCTION DATE: Tue. 2/3/15 WEATHER: Sunny



 LOCATION:
 Eastlake Avenue E @ Fuhrman Avenue E
 DATE OF COUNT:
 Wed. 1/28/15
 COUNTED BY:
 RN/JR

 Seattle, WA
 TIME OF COUNT:
 8:00 AM - 9:00 AM
 WEATHER:
 Sunny

TIME			FROM No						FROM So					F	FROM E						FROM W				INTERVAL
ENDING AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	TOTALS
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	4	13	31	116	285	18	8	9	19	2	111	4	8	0	8	9	2	70	8	0	2	9	1	5	632
08:30 AM	1	10	25	83	243	10	7	11	25	3	109	4	7	1	10	8	1	67	4	0	1	5	3	4	540
08:45 AM	4	10	34	78	292	15	3	9	19	1	123	4	5	1	4	8	5	68	17	0	3	13	2	4	613
09:00 AM	4	12	22	98	256	14	3	10	26	5	143	2	7	1	5	5	3	69	6	1	0	8	1	3	607
PEAK HOUR TOTALS	13	45	112	375	1076	57	21	39	89	11	486	14	27	3	27	30	11	274	35	1	6	35	7	16	INTERSECTION
ALL MOVEMENTS				1508	,	<u></u>				511						315						58			2392
% HV				3.0%						7.6%						1.0%						1.7%			3.7%
PEAK HOUR FACTOR				0.90						0.85						0.97						0.76			0.95

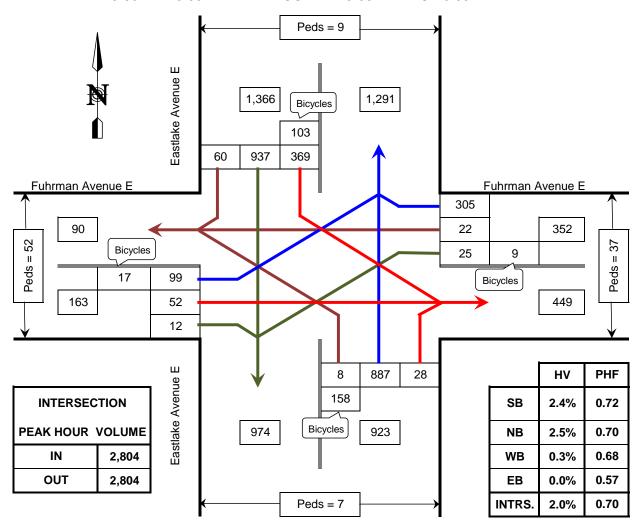
PHF = Peak Hour Factor 8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM

 REDUCED BY:
 CN
 DATE OF REDUCTION:
 2/3/2015

			FROM NO	ORTH O	N				FROM SC	O HTU	N				FROM E	AST ON					FROM W	EST O	١		
			Eastlake /	Avenue	E				Eastlake /	Avenue	E			F	uhrman	Avenue	E			F	uhrman	Avenue	E		INTERVAL
																									TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	13	45	112	375	1076	57	21	39	89	11	486	14	27	3	27	30	11	274	35	1	6	35	7	16	2392



5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



PHF = Peak Hour Factor HV = Heavy Vehicles

Eastlake Avenue E @ Fuhrman Avenue E

Seattle, WA

COUNTED BY: RN/JR DATE OF COUNT: Wed. 1/28/15

REDUCED BY: CN TIME OF COUNT: 5:00 PM - 6:00 PM

REDUCTION DATE: Tue. 2/3/15 WEATHER: Sunny



 LOCATION:
 Eastlake Avenue E @ Fuhrman Avenue E
 DATE OF COUNT:
 Wed. 1/28/15
 COUNTED BY:
 RN/JR

 Seattle, WA
 TIME OF COUNT:
 5:00 PM - 6:00 PM
 WEATHER:
 Sunny

TIME INTERVAL ENDING			FROM NO						FROM SC					F	FROM E		-			ı	FROM W				INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	3	9	25	99	284	14	3	9	38	1	243	10	12	0	6	7	3	59	18	0	3	21	9	2	752
05:30 PM	3	13	37	128	322	24	0	5	65	5	314	9	13	0	2	8	16	105	18	0	8	40	27	5	1003
05:45 PM	1	6	21	54	145	4	3	5	18	2	137	4	7	1	1	7	1	56	7	0	4	18	7	3	438
06:00 PM	2	5	20	88	186	18	1	4	37	0	193	5	5	0	0	3	2	85	9	0	2	20	9	2	611
PEAK HOUR TOTALS	9	33	103	369	937	60	7	23	158	8	887	28	37	1	9	25	22	305	52	0	17	99	52	12	INTERSECTION
ALL MOVEMENTS				1366						923						352						163			2804
% HV				2.4%						2.5%						0.3%						0.0%			2.0%
PEAK HOUR FACTOR				0.72						0.70						0.68						0.57			0.70

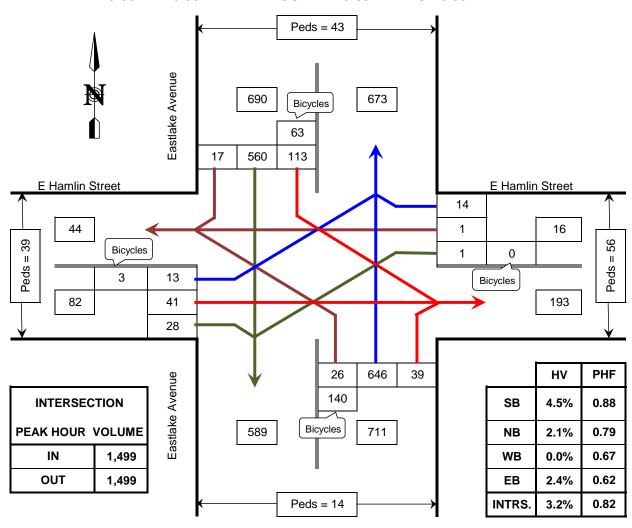
PHF = Peak Hour Factor 5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM

 REDUCED BY:
 CN
 DATE OF REDUCTION:
 2/3/2015

																			ı						
			FROM NO	DRTH O	N				FROM SC	OUTH O	N				FROM E	AST ON					FROM W	EST ON	ı		
		E	Eastlake A	Avenue	E			E	Eastlake /	Avenue	E			F	uhrman	Avenue	E			F	uhrman A	Avenue	E		INTERVAL
																									TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	9	33	103	369	937	60	7	23	158	8	887	28	37	1	9	25	22	305	52	0	17	99	52	12	2804



5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



PHF = Peak Hour Factor HV = Heavy Vehicles

Eastlake Avenue @ E Hamlin Street

Seattle, WA

COUNTED BY: SF DATE OF COUNT: Thu. 6/4/15

REDUCED BY: CN TIME OF COUNT: 5:00 PM - 6:00 PM

REDUCTION DATE: Thu. 6/4/15 WEATHER: Sunny



LOCATION:	Eastlake Avenue @ E Hamlin Street	DATE OF COUNT:	Thu. 6/4/15	COUNTED BY:	SF
	Seattle, WA	TIME OF COUNT:	5:00 PM - 6:00 PM	WEATHER:	Sunny

TIME			FROM NO	ORTH O	N			ı	FROM S	о нтис	N				FROM E	AST ON	1				FROM W	EST O	N		
INTERVAL			Eastlake	Avenue	•				Eastlake	Avenue	e				E Hamli	n Street					E Hamlii	Street	:		INTERVAL
ENDING AT	Peds	HV	Bicvcle	Left	T1	Dimba	Peds	HV	Bicvcle	Left	Th	Right	D- d-	1107	Bicvcle	Left	T1	Right	D. d.	1111/	Bicvcle	Left	Th	Right	TOTALS
					Thru				,,,,,									Ť							
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	17	8	21	30	164	3	4	5	33	4	207	14	20	0	0	0	0	4	15	1	0	5	21	7	459
																-	1							1	
05:30 PM	8	8	11	32	117	4	2	2	35	9	148	3	14	0	0	0		2	5	0	1	3	6	5	330
05:45 PM	10	6	18	33	153	5	5	3	44	5	156	14	9	0	0	11	0	2	11	0	2	3	9	6	387
06:00 PM	8	9	13	18	126	5	3	5	28	8	135	8	13	0	0	0	0	6	8	1	0	2	5	10	323
PEAK HOUR TOTALS	43	31	63	113	560	17	14	15	140	26	646	39	56	0	0	1	1	14	39	2	3	13	41	28	INTERSECTION
ALL MOVEMENTS				690						711						16						82			1499
% HV				4.5%						2.1%						0.0%						2.4%			3.2%
PEAK HOUR FACTOR	0.88									0.79						0.67						0.62			0.82

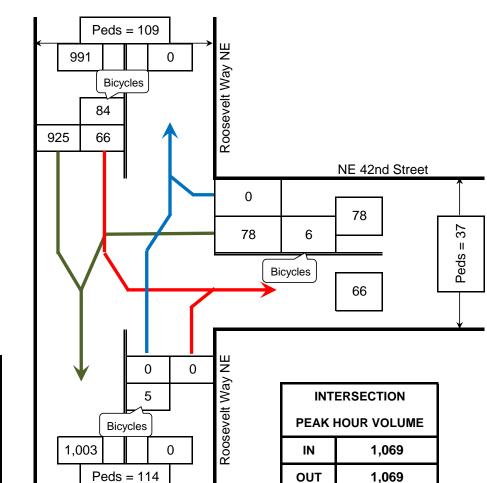
	PHF = Peak Hour Factor	5:00 PM - 6:00 PM PEAK HOUR:	5:00 PM	TO 6:00 PM
--	------------------------	------------------------------	---------	------------

REDUCED BY: CN DATE OF REDUCTION: 6/4/2015

																			1						
			FROM NO	ORTH O	N				FROM SC	отн о	N				FROM E	AST ON					FROM W	EST OF	N		
			Eastlake	Avenu	е				Eastlake	Avenue	•				E Hamli	n Street					E Hamlir	Street			INTERVAL
																									TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	43	31	63	113	560	17	14	15	140	26	646	39	56	0	0	1	1	14	39	2	3	13	41	28	1499



8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



HV	PHF
4.8%	0.79
#N/A	#N/A
3.8%	0.85
4.8%	0.80
	4.8% #N/A 3.8%

HV = Heavy Vehicles PHF = Peak Hour Factor

Roosevelt Way NE @ NE 42nd Street

Seattle, WA

COUNTED BY: JH DATE OF COUNT: Wed. 1/21/15

REDUCED BY: <u>CN</u> TIME OF COUNT: <u>8:00 AM - 9:00 AM</u>

REDUCTION DATE: Wed. 1/21/15 WEATHER: Sunny



LOCATION:	Roosevelt Way NE @ NE 42nd Street	DATE OF COUNT:	Wed. 1/21/15	COUNTED BY:	JH
	Seattle, WA	TIME OF COUNT:	8:00 AM - 9:00 AM	WFATHER.	Sunny

TIME INTERVAL ENDING			FROM NO						FROM SO						FROM E		I				FROM W	EST O	١		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	25	10	13	9	192	0	27	0	2	0	0	0	15	1	0	13	0	0	0	0	0	0	0	0	214
08:30 AM	29	12	36	21	291	0	23	0	1	0	0	0	1	1	3	22	0	0	0	0	0	0	0	0	334
08:45 AM	29	8	23	17	247	0	27	0	0	0	0	0	13	0	2	23	0	0	0	0	0	0	0	0	287
09:00 AM	26	18	12	19	195	0	37	0	2	0	0	0	8	1	1	20	0	0	0	0	0	0	0	0	234
PEAK HOUR TOTALS	109	48	84	66	925	0	114	0	5	0	0	0	37	3	6	78	0	0	0	0	0	0	0	0	INTERSECTION
ALL MOVEMENTS				991						0						78						0			1069
% HV				4.8%						#N/A						3.8%						#N/A			4.8%
PEAK HOUR FACTOR	R 0.79 #N/A														0.85						#N/A			0.80	

PHF = Peak Hour Factor 8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM

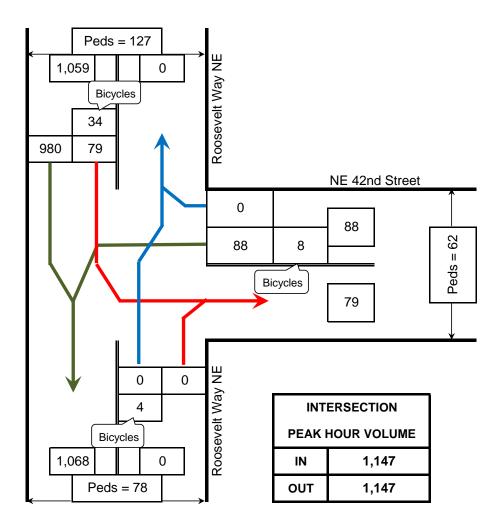
REDUCED BY: CN DATE OF REDUCTION: 1/21/2015

			FROM NO	ORTH O	N				FROM SO	UTH O	N				FROM E	AST ON					FROM W	EST ON	1		
		ı	Roosevel	t Way N	ΙE			ı	Roosevelt	Way N	E				NE 42nd	d Street									INTERVAL TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	109	48	84	66	925	0	114	0	5	0	0	0	37	3	6	78	0	0	0	0	0	0	0	0	1069



5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM





	HV	PHF
SB	2.0%	0.78
NB	#N/A	#N/A
WB	3.4%	0.63
INTRS.	2.1%	0.77

HV = Heavy Vehicles PHF = Peak Hour Factor

Roosevelt Way NE @ NE 42nd Street

Seattle, WA

COUNTED BY: JH DATE OF COUNT: Wed. 1/21/15

REDUCED BY: <u>CN</u> TIME OF COUNT: <u>5:00 PM - 6:00 PM</u>

REDUCTION DATE: Wed. 1/21/15 WEATHER: Sunny



LOCATION:	Roosevelt Way NE @ NE 42nd Street	DATE OF COUNT:	Wed. 1/21/15	COUNTED BY:	JH
	Seattle, WA	TIME OF COUNT:	5:00 PM - 6:00 PM	WEATHER:	Sunny

TIME INTERVAL ENDING			FROM NO						FROM SO						FROM E		I				FROM W	EST ON	١		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	38	7	9	25	314	0	25	0	0	0	0	0	12	2	2	35	0	0	0	0	0	0	0	0	374
05:30 PM	36	2	9	24	234	0	21	0	1	0	0	0	16	0	3	20	0	0	0	0	0	0	0	0	278
05:45 PM	28	10	10	17	245	0	23	0	0	0	0	0	16	1	1	28	0	0	0	0	0	0	0	0	290
06:00 PM	25	2	6	13	187	0	9	0	3	0	0	0	18	0	2	5	0	0	0	0	0	0	0	0	205
PEAK HOUR TOTALS	127	21	34	79	980	0	78	0	4	0	0	0	62	3	8	88	0	0	0	0	0	0	0	0	INTERSECTION
ALL MOVEMENTS				1059						0						88						0			1147
% HV	2.0%									#N/A						3.4%						#N/A			2.1%
PEAK HOUR FACTOR										#N/A					•	0.63						#N/A			0.77

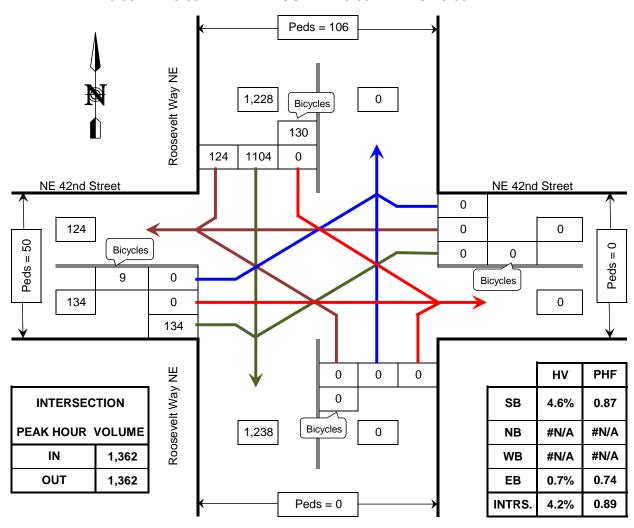
PHF = Peak Hour Factor 5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM

REDUCED BY: CN DATE OF REDUCTION: 1/21/2015

		1	FROM NO	ORTH O	N				FROM SO	O HTU	N				FROM E	AST ON	l				FROM W	EST ON	1		
		F	Roosevel	t Way N	E				Roosevel	t Way N	E				NE 42nd	d Street									INTERVAL
																									TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	127	21	34	79	980	0	78	0	4	0	0	0	62	3	8	88	0	0	0	0	0	0	0	0	1147



8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



PHF = Peak Hour Factor HV = Heavy Vehicles

Roosevelt Way NE @ NE 42nd Street

Seattle, WA

COUNTED BY: JH DATE OF COUNT: Thu. 6/4/15

REDUCED BY: CN TIME OF COUNT: 8:00 AM - 9:00 AM

REDUCTION DATE: Thu. 6/4/15 WEATHER: Overcast



LOCATION:	Roosevelt Way NE @ NE 42nd Street	DATE OF COUNT:	Thu. 6/4/15	COUNTED BY:	JH
	Seattle WA	TIME OF COUNT:	8:00 AM = 9:00 AM	WEATHER:	Overcast

TIME			FROM NO	ORTH (ON				FROM SC	о нти	N				FROM E	AST ON	ı				FROM W	EST OF	١		
INTERVAL		F	Roosevel	t Way I	NE			ı	Roosevel	t Way N	ΙE				NE 42nd	d Street					NE 42nd	l Street			INTERVAL
ENDING																									TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM				0	0								0	0						0		0			0
	0	0	0			0	0	0	0	0	0	0			0	0	0	0	0		0		0	0	-
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	26	13	24	0	272	29	0	0	0	0	0	0	0	0	0	0	0	0	14	1	2	0	0	35	336
08:30 AM	32	14	29	0	268	27	0	0	0	0	0	0	0	0	0	0	0	0	19	0	3	0	0	26	321
08:45 AM	17	17	41	0	318	35	0	0	0	0	0	0	0	0	0	0	0	0	11	0	3	0	0	28	381
09:00 AM	31	12	36	0	246	33	0	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	45	324
DEAK HOUD TOTAL	100	56	130	•	1104	124		0	0	•	0	0	•		0	0	0	_	50		9	0	0	134	INTERSECTION
PEAK HOUR TOTALS	106	96	130	1000		124	0	U	U	0	U	U	0	U	U		U	0	50	1	9		U	134	
ALL MOVEMENTS	1228									0						0						134			1362
% HV	4.6%								#N/A						#N/A						0.7%			4.2%	
PEAK HOUR FACTOR			0.87						#N/A						#N/A						0.74			0.89	

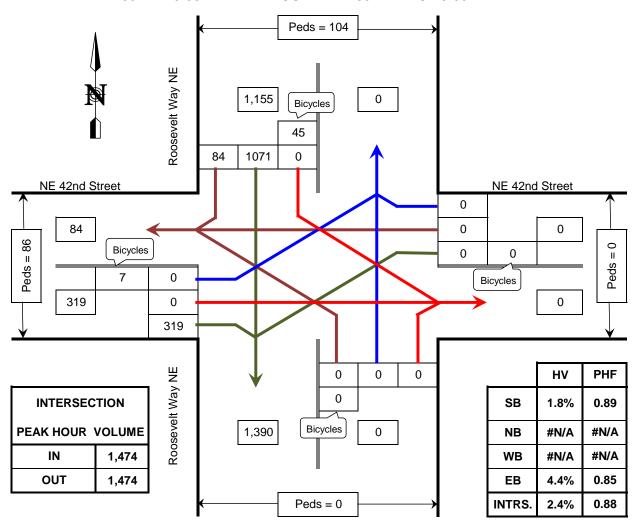
	-		
PHF = Peak Hour Factor	8:00 AM - 9:00 AM PEAK HOUR:	8:00 AM	TO 9:00 AM
	_		

REDUCED BY: CN DATE OF REDUCTION: 6/4/2015

			FROM NO	ORTH O	N				FROM SC	онти	N				FROM E	AST ON					FROM W	EST ON	١		
		ı	Roosevel	t Way N	ΙE			ı	Roosevel	Way N	E				NE 42nd	d Street					NE 42nd	Street			INTERVAL TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	106	56	130	0	1104	124	0	0	0	0	0	0	0	0	0	0	0	0	50	1	9	0	0	134	1362



4:00 PM - 5:00 PM PEAK HOUR: 4:00 PM TO 5:00 PM



PHF = Peak Hour Factor HV = Heavy Vehicles

Roosevelt Way NE @ NE 42nd Street

Seattle, WA

COUNTED BY: SF DATE OF COUNT: Thu. 6/4/15

REDUCED BY: CN TIME OF COUNT: 4:00 PM - 5:00 PM

REDUCTION DATE: Thu. 6/4/15 WEATHER: Sunny



LOCATION:	Roosevelt Way NE @ NE 42nd Street	DATE OF COUNT:	Thu. 6/4/15	COUNTED BY:	SF
	Seattle, WA	TIME OF COUNT:	4:00 PM - 5:00 PM	WEATHER:	Sunny

TIME INTERVAL ENDING			FROM NO						FROM SO		-				FROM E		ı				FROM W		-		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	28	6	13	0	267	25	0	0	0	0	0	0	0	0	0	0	0	0	20	2	2	0	0	54	346
04:30 PM	19	8	14	0	246	10	0	0	0	0	0	0	0	0	0	0	0	0	20	3	0	0	0	83	339
04:45 PM	43	4	14	0	306	19	0	0	0	0	0	0	0	0	0	0	0	0	31	6	2	0	0	94	419
05:00 PM	14	3	4	0	252	30	0	0	0	0	0	0	0	0	0	0	0	0	15	3	3	0	0	88	370
PEAK HOUR TOTALS	104	21	45	0	1071	84	0	0	0	0	0	0	0	0	0	0	0	0	86	14	7	0	0	319	INTERSECTION
ALL MOVEMENTS				1155						0						0						319			1474
% HV				1.8%						#N/A						#N/A						4.4%			2.4%
PEAK HOUR FACTOR				0.89						#N/A						#N/A						0.85			0.88

PHF = Peak Hour Factor	4:00 PM - 5:00 PM PEAK HOUR:	4:00 PM	TO 5:00 PM	

REDUCED BY: CN DATE OF REDUCTION: 6/4/2015

																			1						
			FROM NO	ORTH C	ON				FROM SC	OUTH O	N				FROM E	AST ON	l				FROM W	EST ON	1		
			Roosevel	t Way N	NE				Roosevel	Way N	E				NE 42nd	d Street					NE 42nd	Street			INTERVAL
																									TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
1:00 PM - 2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	104	21	45	0	1071	84	0	0	0	0	0	0	0	0	0	0	0	0	86	14	7	0	0	319	1474

Peak Hour Summary All Traffic Data Mark Skaggs (206) 251-0300 11th Ave NE & NE 42nd St 8:00 AM to 9:00 AM Wednesday, February 17, 2010 11th Ave NE 0 470 0 Ľ ¥ Peds 68 NE 42nd St 32 61 75 43 0 38 7 27 64 74 37 **→** 0 ¥ NE 42nd St Peds 74 1 7 K 18 411 37 0 466 Approach **PHF** HV% Volume ΕB 4.7% 64 0.67 WB 4.0% 75 0.94 NΒ 0.86 2.8% 466 SB 0.00 0.0% 0 0.90 3.1% 605 Intersection Count Period: 7:00 AM to 9:00 AM



(206) 251-0300

11th Ave NE & NE 42nd St

Wednesday, February 17, 2010 7:00 AM to 9:00 AM

Northbound

11th Ave NE

R

ΗV

Т

15-Minute Interval Summary 7:00 AM to 9:00 AM

Interval

Start

Time

7:00 AM

7:15 AM

7:30 AM

7:45 AM

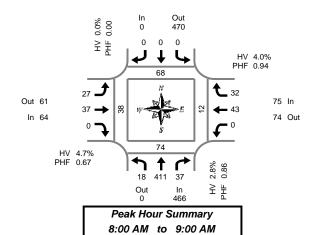
8:00 AM

8:15 AM

8:30 AM

8:45 AM

Total Survey



						• /					
Eastb	ound			Westl	oound				Pedes	trians	
NE 42	2nd St			NE 42	2nd St		Interval		Cross	swalk	
Т	R	HV	L	Т	R	HV	Total	North	South	East	West
6	0	0	0	6	3	1	70	2	6	0	1
7	0	1	0	5	5	0	76	8	6	5	4
7	0	0	0	9	14	0	118	6	8	3	8
14	0	0	0	9	12	1	134	12	22	1	7
11	0	2	0	10	10	1	148	19	28	3	14
7	0	1	0	11	5	0	135	16	16	3	12
9	0	0	0	8	12	0	168	17	11	2	5
10	0	0	0	14	5	2	154	16	19	4	7

1,003

Peak Hour Summary 8:00 AM to 9:00 AM

By Approach			bound ve NE				bound ve NE				oound 2nd St				oound 2nd St		Total
Арргоасп	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	
Volume	466	0	466	13	0	470	470	0	64	61	125	3	75	74	149	3	605
%HV		2.8	3%			0.0	0%			4.	7%			4.	0%		3.1%
PHF		0.	86			0.	00			0.	67			0.	94		0.90

Southbound

11th Ave NE

R

ΗV

7

	Pedes	trians	
	Cross	swalk	
North	South	East	West
68	74	12	38

Ву			bound ve NE				bound ve NE				ound 2nd St				oound 2nd St		Total
Movement	L	Т	R	Total	L	Т	R	Total	L	Т	R	Total	L	Т	R	Total	
Volume	18	411	37	466	0	0	0	0	27	37	0	64	0	43	32	75	605
PHF	0.64	0.84	0.84	0.86	0.00	0.00	0.00	0.00	0.52	0.84	0.00	0.67	0.00	0.77	0.67	0.94	0.90

Rolling Hour Summary 7:00 AM to 9:00 AM

Interval		North				South					ound			West					Pedes		
Start		11th A	ve NE			11th A	ve NE			NE 42	2nd St			NE 42	2nd St		Interval		Cross	swalk	l.
Time	L	Т	R	HV	L	T	R	HV	L	T	R	HV	L	T	R	HV	Total	North	South	East	West
7:00 AM	18	247	20	12	0	0	0	0	16	34	0	1	0	29	34	2	398	28	42	9	20
7:15 AM	15	293	30	13	0	0	0	0	25	39	0	3	0	33	41	2	476	45	64	12	33
7:30 AM	18	332	36	16	0	0	0	0	30	39	0	3	0	39	41	2	535	53	74	10	41
7:45 AM	24	382	34	15	0	0	0	0	27	41	0	3	0	38	39	2	585	64	77	9	38
8:00 AM	18	411	37	13	0	0	0	0	27	37	0	3	0	43	32	3	605	68	74	12	38

Peak Hour Summary All Traffic Data Mark Skaggs (206) 251-0300 11th Ave NE & NE 42nd St 11:45 AM to 12:45 PM Wednesday, February 17, 2010 11th Ave NE 0 526 0 Ľ ¥ Peds 128 NE 42nd St 31 57 36 67 0 23 22 53 100 95 47 **→** 0 ¥ NE 42nd St Peds 102 1 7 1 21 442 48 511 Approach **PHF** HV% Volume ΕB 4.0% 100 0.71 WB 1.5% 67 0.84 NΒ 0.89 2.7% 511 SB 0.00 0.0% 0 2.8% 678 Intersection 0.91 Count Period: 11:00 AM to 1:00 PM



(206) 251-0300

11th Ave NE & NE 42nd St

Wednesday, February 17, 2010 11:00 AM to 1:00 PM

Northbound

11th Ave NE

Т

R

ΗV

15-Minute Interval Summary 11:00 AM to 1:00 PM

Interval

Start

Time

11:00 AM 11:15 AM

11:30 AM

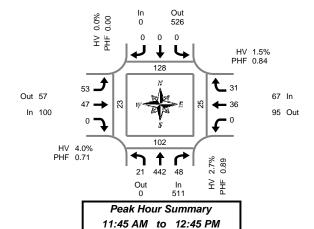
11:45 AM

12:00 PM

12:15 PM

12:30 PM

Total Survey



			_								
	107		NE 42	oound 2nd St	107	Interval		NI - orb	Cross	swalk	14/
	HV	L	T	R	HV	Total		North	South	East	West
	1	0	7	4	1	150	П	15	8	7	4
	0	0	7	10	0	150	П	22	12	6	5
	0	0	8	9	0	143		35	18	8	6
Ī	0	0	10	8	0	186	П	41	22	5	2
	1	0	11	9	0	157		31	34	4	12
	2	0	5	8	0	164		26	31	5	6
	1	0	10	6	1	171	П	30	15	11	3
	1	0	12	10	0	178		24	19	10	4

1,299

Peak Hour Summary 11:45 AM to 12:45 PM

By Approach			bound ve NE				bound ve NE				oound 2nd St				bound 2nd St		Total
Apploach	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	
Volume	511	0	511	14	0	526	526	0	100	57	157	4	67	95	162	1	678
%HV		2.7	7%			0.0	0%			4.0	0%			1.	5%		2.8%
PHF		0.	89			0.	00			0.	71			0.	84		0.91

Southbound

11th Ave NE

0 0

R

HV

	Pedes	trians	
	Cross	swalk	
North	South	East	West
128	102	25	23

By Movement			bound ve NE				bound ve NE				oound 2nd St				oound 2nd St		Total
Movement	L	Т	R	Total	L	T	R	Total	L	Т	R	Total	L	T	R	Total	
Volume	21	442	48	511	0	0	0	0	53	47	0	100	0	36	31	67	678
PHF	0.58	0.89	0.92	0.89	0.00	0.00	0.00	0.00	0.88	0.56	0.00	0.71	0.00	0.82	0.86	0.84	0.91

Rolling Hour Summary 11:00 AM to 1:00 PM

Interval			bound			South	bound				ound				oound				Pedes	trians	
Start		11th A	ve NE			11th A	ve NE			NE 42	2nd St			NE 42	2nd St		Interval		Cross	swalk	
Time	L	Т	R	HV	L	T	R	HV	L	Т	R	HV	L	T	R	HV	Total	North	South	East	West
11:00 AM	24	394	46	24	0	0	0	0	67	35	0	1	0	32	31	1	629	113	60	26	17
11:15 AM	22	399	49	21	0	0	0	0	60	34	0	1	0	36	36	0	636	129	86	23	25
11:30 AM	23	419	48	16	0	0	0	0	56	36	0	3	0	34	34	0	650	133	105	22	26
11:45 AM	21	442	48	14	0	0	0	0	53	47	0	4	0	36	31	1	678	128	102	25	23
12:00 PM	21	439	46	13	0	0	0	0	50	43	0	5	0	38	33	1	670	111	99	30	25

Eastbound

NE 42nd St

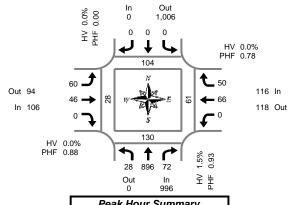
Peak Hour Summary All Traffic Data Mark Skaggs (206) 251-0300 11th Ave NE & NE 42nd St 4:45 PM to 5:45 PM Wednesday, February 17, 2010 11th Ave NE 0 1006 0 Ľ ¥ Peds 104 NE 42nd St 50 94 116 66 0 28 6 60 106 118 46 **→** 0 ¥ NE 42nd St Peds 130 1 7 1 28 896 72 0 996 Approach **PHF** HV% Volume ΕB 0.0% 106 0.88 WB 0.0% 116 0.78 NΒ 0.93 1.5% 996 SB 0.00 0.0% 0 1,218 1.2% Intersection 0.91 Count Period: 4:00 PM to 6:00 PM



11th Ave NE & NE 42nd St

Wednesday, February 17, 2010 4:00 PM to 6:00 PM

15-Minute Interval Summary 4:00 PM to 6:00 PM



Peak Hour Summary 4:45 PM to 5:45 PM

Interval		North	bound		Southbound 11th Ave NE					Eastb	ound			Westl	bound				Pedes	trians	
Start		11th A	ve NE			11th A	ve NE			NE 42	2nd St			NE 42	2nd St		Interval		Cross	swalk	
Time	L	Т	R	HV	L	Т	R	HV	L	Т	R	HV	L	Т	R	HV	Total	North	South	East	West
4:00 PM	5	169	14	4	0	0	0	0	12	12	0	0	0	14	11	0	237	22	12	13	5
4:15 PM	4	184	12	12	0	0	0	0	17	15	0	0	0	9	14	0	255	19	12	15	5
4:30 PM	1	195	12	2	0	0	0	0	11	17	0	0	0	19	22	1	277	24	19	13	11
4:45 PM	6	212	10	4	0	0	0	0	9	11	0	0	0	21	12	0	281	24	35	14	1
5:00 PM	5	208	18	2	0	0	0	0	17	12	0	0	0	10	11	0	281	31	41	20	8
5:15 PM	6	243	20	5	0	0	0	0	19	11	0	0	0	21	16	0	336	23	34	15	10
5:30 PM	11	233	24	4	0	0	0	0	15	12	0	0	0	14	11	0	320	26	20	12	9
5:45 PM	7	201	14	2	0	0	0	0	10	6	0	0	0	14	10	0	262	24	26	16	8
Total Survey	45	1,645	124	35	0	0	0	0	110	96	0	0	0	122	107	1	2,249	193	199	118	57

Peak Hour Summary 4:45 PM to 5:45 PM

By Approach			bound ve NE				bound ve NE				ound 2nd St				oound 2nd St		Total
Арргоасп	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	
Volume	996	0	996	15	0	1,006	1,006	0	106	94	200	0	116	118	234	0	1,218
%HV		1.5	5%		0.0%					0.0	0%			0.0	0%		1.2%
PHF		0.	93			0.	00			0.	88			0.	78		0.91

	Pedes	trians	
	Cross	swalk	
North	South	East	West
104	130	61	28

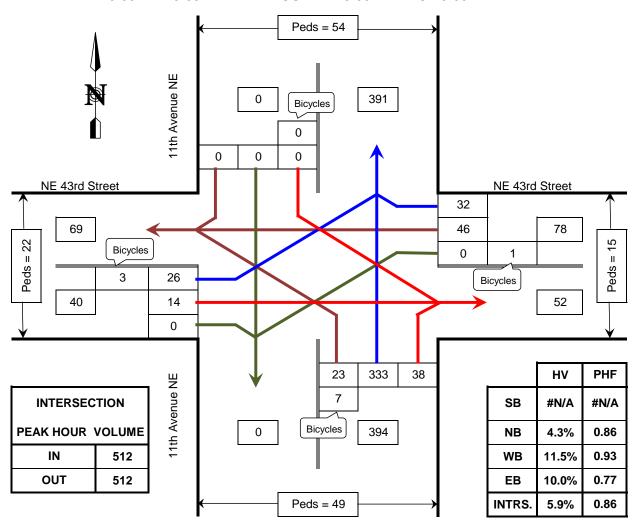
Ву			bound ve NE				bound ve NE			Eastb NE 42	ound 2nd St			Westl NE 42	oound 2nd St		Total
Movement	L	Т	R	Total	L	Т	R	Total	L	Т	R	Total	L	Т	R	Total	
Volume	28	896	72	996	0	0	0	0	60	46	0	106	0	66	50	116	1,218
PHF	0.64	0.92	0.75	0.93	0.00	0.00	0.00	0.00	0.79	0.96	0.00	0.88	0.00	0.79	0.78	0.78	0.91

Rolling Hour Summary 4:00 PM to 6:00 PM

Interval Start		North 11th A	bound ve NE			South 11th A	bound ve NE				ound 2nd St			Westl NE 42	oound 2nd St		Interval		Pedes	strians swalk	
Time	L	Т	R	HV	L	Т	R	HV	L	Т	R	HV	L	Т	R	HV	Total	North	South	East	West
4:00 PM	16	760	48	22	0	0	0	0	49	55	0	0	0	63	59	1	1,050	89	78	55	22
4:15 PM	16	799	52	20	0	0	0	0	54	55	0	0	0	59	59	1	1,094	98	107	62	25
4:30 PM	18	858	60	13	0	0	0	0	56	51	0	0	0	71	61	1	1,175	102	129	62	30
4:45 PM	28	896	72	15	0	0	0	0	60	46	0	0	0	66	50	0	1,218	104	130	61	28
5:00 PM	29	885	76	13	0	0	0	0	61	41	0	0	0	59	48	0	1,199	104	121	63	35



8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



PHF = Peak Hour Factor HV = Heavy Vehicles

11th Avenue NE @ NE 43rd Street

Seattle, WA

 COUNTED BY:
 RN
 DATE OF COUNT:
 Thu. 2/5/15

 REDUCED BY:
 CN
 TIME OF COUNT:
 8:00 AM - 9:00 AM

REDUCTION DATE: Thu. 2/5/15 WEATHER: Rainy



LOCATION:	11th Avenue NE @ NE 43rd Street	DATE OF COUNT:	Thu. 2/5/15	COUNTED BY:	RN
	Seattle, WA	TIME OF COUNT:	8:00 AM - 9:00 AM	WEATHER:	Rainy

TIME			FROM NO	RTH O	N				FROM SO	о нти	N				FROM E	AST ON	I				FROM W	EST ON	١		
INTERVAL			11th Ave	nue NE					11th Ave	enue NE					NE 43rd	d Street					NE 43rd	Street			INTERVAL
ENDING																									TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																									-
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	14	0	0	0	0	0	13	7	0	8	76	3	4	3	0	0	13	8	3	1	0	6	2	0	116
08:30 AM	9	0	0	0	0	0	12	1	3	2	93	12	2	2	0	0	9	11	5	2	0	6	4	0	137
08:45 AM	15	0	0	0	0	0	12	5	2	2	74	10	3	2	0	0	9	7	10	0	1	4	5	0	111
09:00 AM	16	0	0	0	0	0	12	4	2	11	90	13	6	2	1	0	15	6	4	1	2	10	3	0	148
				_																					
PEAK HOUR TOTALS	54	0	0	0	0	0	49	17	7	23	333	38	15	9	1	0	46	32	22 4 3 26 14 0				INTERSECTION		
ALL MOVEMENTS				0						394						78			40				512		
% HV				#N/A						4.3%						11.5%						10.0%			5.9%
PEAK HOUR FACTOR				#N/A						0.86						0.93						0.77			0.86

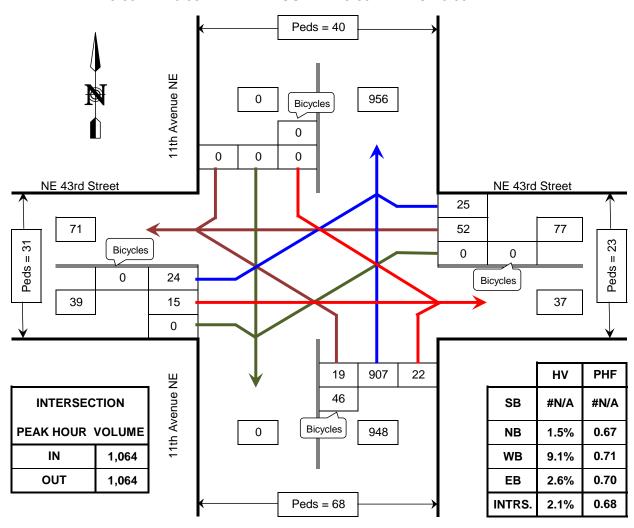
PHF - Peak Hour Factor	8:00 AM - 9:00 AM PEAK HOUR:	8·00 AM	TO 9:00 AM

REDUCED BY: CN DATE OF REDUCTION: 2/5/2015

																			Ι						
			FROM NO	ORTH O	N				FROM SC	онти о	N				FROM E	AST ON					FROM W	EST OF	V		
			11th Ave	nue NE	E				11th Ave	nue NE					NE 43rd	Street					NE 43rd	Street			INTERVAL
																									TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	54	0	0	0	0	0	49	17	7	23	333	38	15	9	1	0	46	32	22	4	3	26	14	0	512



5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



PHF = Peak Hour Factor HV = Heavy Vehicles

Rainy

11th Avenue NE @ NE 43rd Street

Seattle, WA

 COUNTED BY:
 RN
 DATE OF COUNT:
 Thu. 2/5/15

 REDUCED BY:
 CN
 TIME OF COUNT:
 5:00 PM - 6:00 PM

WEATHER:

REDUCTION DATE:

Thu. 2/5/15



LOCATION:	11th Avenue NE @ NE 43rd Street	DATE OF COUNT:	Thu. 2/5/15	COUNTED BY:	RN
	Seattle, WA	TIME OF COUNT:	5:00 PM - 6:00 PM	WEATHER:	Rainy

TIME			FROM NO	RTH O	N				FROM SC	о нти	N				FROM E	AST ON	ı				FROM W	EST OF	١		
INTERVAL			11th Ave	nue NE					11th Ave	enue NE					NE 43rd	l Street					NE 43rd	l Street			INTERVAL
ENDING																									TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					_																		4		
05:15 PM	10	0	0	0	0	0	15	3	7	4	177	3	5	2	0	0	20	7	7	0	0	2	1	0	214
05:30 PM	19	0	0	0	0	0	16	2	2	4	241	6	5	0	0	0	5	7	12	1	0	8	6	0	277
05:45 PM	8	0	0	0	0	0	24	6	27	8	341	6	5	3	0	0	18	6	6	0	0	<u>9</u> 5	3	0	393
06:00 PM	3	0	0	0	0	0	13	3	10	3	148	7	8	2	0	0	9	5	6	0	180				
PEAK HOUR TOTALS	40	0	0	0	0	0	68	14	46	19	907	22	23	7	0	0	52	25	31	1	0	0	INTERSECTION		
ALL MOVEMENTS				0						948	•					77	•						1064		
% HV				#N/A						1.5%						9.1%							2.1%		
PEAK HOUR FACTOR				#N/A						0.67						0.71						0.70			0.68

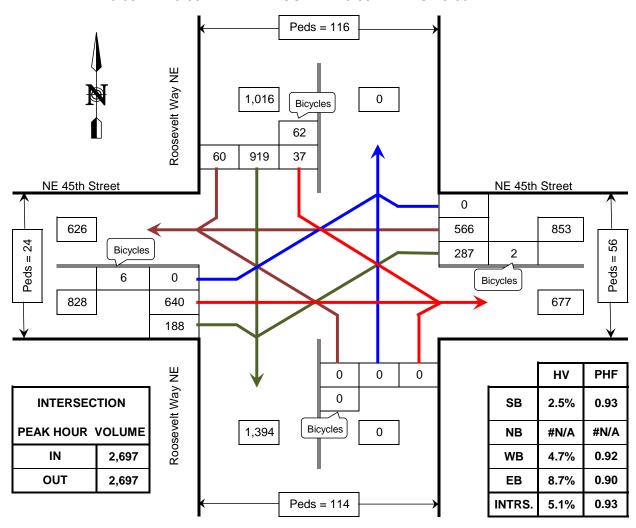
PHF = Peak Hour Factor 5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM

REDUCED BY: CN DATE OF REDUCTION: 2/5/2015

			FROM NO	ORTH O	N				FROM SC	UTH O	N				FROM E	AST ON					FROM W	EST OF	1		
			11th Ave	enue NE					11th Ave	nue NE					NE 43rd	l Street					NE 43rd	Street			INTERVAL TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	40	0	0	0	0	0	68	14	46	19	907	22	23	7	0	0	52	25	31	1	0	24	15	0	1064



8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



PHF = Peak Hour Factor HV = Heavy Vehicles

Roosevelt Way NE @ NE 45th Street

Seattle, WA

COUNTED BY: CN/PB DATE OF COUNT: Thu. 2/5/15

REDUCED BY: CN TIME OF COUNT: 8:00 AM - 9:00 AM

REDUCTION DATE: Thu. 2/5/15 WEATHER: Rainy



LOCATION:	Roosevelt Way NE @ NE 45th Street	DATE OF COUNT:	Thu. 2/5/15	COUNTED BY:	CN/PB
	Seattle, WA	TIME OF COUNT:	8:00 AM - 9:00 AM	WEATHER:	Rainy

TIME INTERVAL ENDING			FROM N						FROM So						FROM E		N				FROM W		N		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	21	3	8	6	227	13	34	0	0	0	0	0	25	8	0	64	117	0	7	17	1	0	139	50	616
08:30 AM	38	9	16	11	211	16	36	0	0	0	0	0	12	8	1	80	153	0	0	20	2	0	170	45	686
08:45 AM	26	5	18	9	238	11	20	0	0	0	0	0	6	11	1	71	146	0	9	19	1	0	148	46	669
09:00 AM	31	8	20	11	243	20	24	0	0	0	0	0	13	13	0	72	150	0	8	16	2	0	183	47	726
PEAK HOUR TOTALS	116	25	62	37	919	60	114	0	0	0	0	0	56	40	2	287	566	0	24	72	6	0	640	188	INTERSECTION
ALL MOVEMENTS				1016						0						853						828		2697	
% HV			•	2.5%					•	#N/A						4.7%						8.7%		5.1%	
PEAK HOUR FACTOR			•	0.93					•	#N/A					•	0.92						0.90			0.93

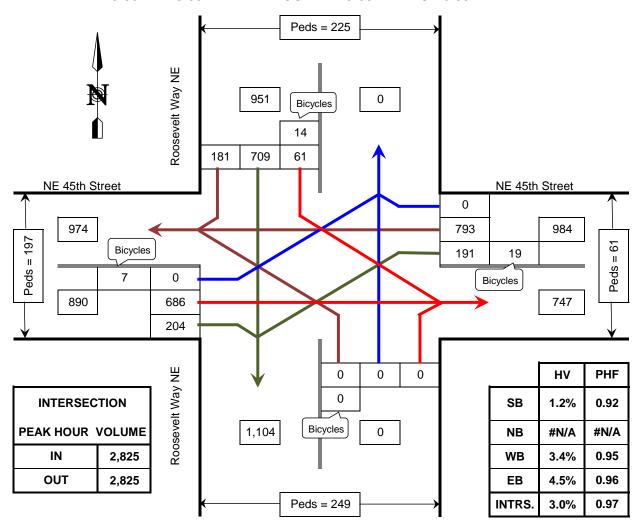
PHF = Peak Hour Factor 8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM

REDUCED BY: CN DATE OF REDUCTION: 2/5/2015

			FROM NO	ORTH O	N				FROM SC	OHTO	N				FROM E	AST ON					FROM W	EST ON	N		
		F	Roosevel	t Way N	ΙE				Roosevelt	Way N	E				NE 45th	Street					NE 45th	Street			INTERVAL
																									TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	116	25	62	37	919	60	114	0	0	0	0	0	56	40	2	287	566	0	24	72	6	0	640	188	2697



5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



PHF = Peak Hour Factor HV = Heavy Vehicles

Roosevelt Way NE @ NE 45th Street

Seattle, WA

COUNTED BY: CN/PB DATE OF COUNT: Thu. 2/5/15

REDUCED BY: CN TIME OF COUNT: 5:00 PM - 6:00 PM

REDUCTION DATE: Thu. 2/5/15 WEATHER: Rainy



LOCATION:	Roosevelt Way NE @ NE 45th Street	DATE OF COUNT:	Thu. 2/5/15	COUNTED BY:	CN/PB
	Seattle, WA	TIME OF COUNT:	5:00 PM - 6:00 PM	WEATHER:	Rainv

TIME			FROM NO	ORTH C	N				FROM SC	о нти	N				FROM E	AST ON	ı				FROM W	EST OF	ı		
INTERVAL		F	Roosevel	t Way N	ΙE			1	Roosevel	t Way N	ΙE				NE 45th	Street					NE 45th	Street			INTERVAL
ENDING					1_						I														TOTALS
AT	Peds	HV	Bicycle				Peds		Bicycle			Right		HV	Bicycle			Right			Bicycle			Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15 PM													0		0								0		0
	0	0	0	0	0	0	0	0	0	0	0	0		0		0	0	0	0	0	0	0	0	0	-
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	70	2	5	10	184	38	68	0	0	0	0	0	13	8	4	44	214	0	39	12	2	0	169	62	721
05:30 PM	63	3	5	11	209	25	58	0	0	0	0	0	18	11	9	45	214	0	54	9	1	0	185	42	731
05:45 PM	49	4	2	27	167	65	60	0	0	0	0	0	16	6	3	53	180	0	54	8	3	0	163	43	698
06:00 PM	43	2	2	13	149	53	63	0	0	0	0	0	14	8	3	49	185	0	50	11	1	0	169	57	675
PEAK HOUR TOTALS	225	11	14	61	709	181	249	0	0	0	0	0	61	33	19	191	793	0	197	40	7	0	204	INTERSECTION	
ALL MOVEMENTS				951						0						984							2825		
% HV				1.2%						#N/A						3.4%						4.5%		3.0%	
PEAK HOUR FACTOR				0.92						#N/A						0.95						0.96			0.97

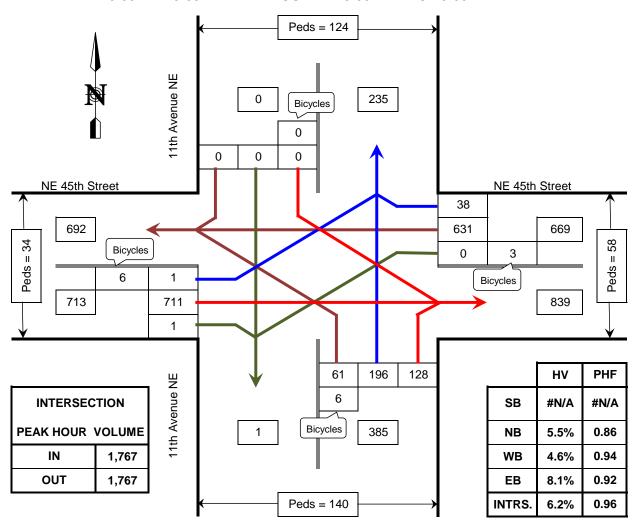
PHF = Peak Hour Factor 5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM

REDUCED BY: CN DATE OF REDUCTION: 2/5/2015

			FROM NO	ORTH O	N				FROM SC	UTH O	N				FROM E	AST ON					FROM W	EST OF	١		
		ı	Roosevel	t Way N	E			ı	Roosevelt	Way N	E				NE 45th	Street					NE 45th	Street			INTERVAL TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	н٧	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	TOTALO
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	225	11	14	61	709	181	249	0	0	0	0	0	61	33	19	191	793	0	197	40	7	0	686	204	2825



8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



PHF = Peak Hour Factor HV = Heavy Vehicles

11th Avenue NE @ NE 45th Street

Seattle, WA

COUNTED BY: JH/PW DATE OF COUNT: Thu. 2/5/15

REDUCED BY: CN TIME OF COUNT: 8:00 AM - 9:00 AM

REDUCTION DATE: Thu. 2/5/15 WEATHER: Rainy



 LOCATION:
 11th Avenue NE @ NE 45th Street
 DATE OF COUNT:
 Thu. 2/5/15
 COUNTED BY:
 JH/PW

 Seattle, WA
 TIME OF COUNT:
 8:00 AM - 9:00 AM
 WEATHER:
 Rainy

TIME INTERVAL ENDING			FROM NO						FROM So						FROM E		I				FROM W		ı		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	30	0	0	0	0	0	36	8	1	13	42	31	10	5	0	0	165	7	1	14	1	1	166	1	426
08:30 AM	30	0	0	0	0	0	44	1	3	21	51	40	15	6	1	0	140	13	13	13	2	0	193	0	458
08:45 AM	25	0	0	0	0	0	30	7	1	14	60	28	16	12	1	0	159	7	9	18	2	0	159	0	427
09:00 AM	39	0	0	0	0	0	30	5	1	13	43	29	17	8	1	0	167	11	11	13	1	0	193	0	456
PEAK HOUR TOTALS	124	0	0	0	0	0	140	21	6	61	196	128	58	31	3	0	631	38	34	58	6	1	711	1	INTERSECTION
ALL MOVEMENTS				0						385						669						713		1767	
% HV				#N/A						5.5%						4.6%						8.1%		6.2%	
PEAK HOUR FACTOR				#N/A						0.86						0.94						0.92			0.96

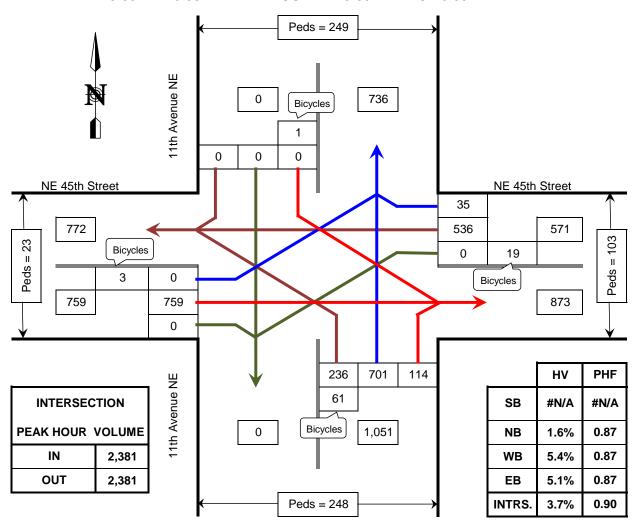
PHF = Peak Hour Factor 8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM

REDUCED BY: CN DATE OF REDUCTION: 2/5/2015

											_								1				_		
			FROM NO	DRTH O	N				FROM SC	OUTH O	N				FROM E	AST ON					FROM W	EST ON	1		
			11th Ave	enue NE					11th Ave	nue NE					NE 45th	Street					NE 45th	Street			INTERVAL
			1 1																						TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	124	0	0	0	0	0	140	21	6	61	196	128	58	31	3	0	631	38	34	58	6	1	711	1	1767



5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



PHF = Peak Hour Factor HV = Heavy Vehicles

11th Avenue NE @ NE 45th Street

Seattle, WA

COUNTED BY: JH/PW DATE OF COUNT: Thu. 2/5/15

REDUCED BY: CN TIME OF COUNT: 5:00 PM - 6:00 PM

REDUCTION DATE: Thu. 2/5/15 WEATHER: Rainy



 LOCATION:
 11th Avenue NE @ NE 45th Street
 DATE OF COUNT:
 Thu. 2/5/15
 COUNTED BY:
 JH/PW

 Seattle, WA
 TIME OF COUNT:
 5:00 PM - 6:00 PM
 WEATHER:
 Rainy

TIME INTERVAL ENDING			FROM NO						FROM SO						FROM E		I				FROM W		N		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	61	0	0	0	0	0	67	3	13	66	201	17	37	10	3	0	152	12	6	13	1	0	149	0	597
05:30 PM	65	0	0	0	0	0	61	5	9	62	167	35	31	8	8	0	130	6	2	6	1	0	179	0	579
05:45 PM	61	0	1	0	0	0	63	7	18	67	203	32	17	7	7	0	134	10	8	10	0	0	212	0	658
06:00 PM	62	0	0	0	0	0	57	2	21	41	130	30	18	6	1	0	120	7	7	10	1	0	219	0	547
PEAK HOUR TOTALS	249	0	1	0	0	0	248	17	61	236	701	114	103	31	19	0	536	35	23	39	3	759	0	INTERSECTION	
ALL MOVEMENTS				0						1051						571							2381		
% HV				#N/A						1.6%						5.4%							3.7%		
PEAK HOUR FACTOR				#N/A						0.87						0.87							0.90		

PHF = Peak Hour Factor 5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM

 REDUCED BY:
 CN
 DATE OF REDUCTION:
 2/5/2015

			FROM NO	DTU O	N				FROM SC	NITH O	NI.				FROM E	AST ON					FROM W	EST OF			
			11th Ave						11th Ave						NE 45th						NE 45th				INTERVAL TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	н٧	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	249	0	1	0	0	0	248	17	61	236	701	114	103	31	19	0	536	35	23	39	3	0	759	0	2381

Peak Hour Summary All Traffic Data Mark Skaggs (206) 251-0300 Roosevelt Way NE & NE 47th St 8:00 AM to 9:00 AM Tuesday, February 16, 2010 Roosevelt Way NE 1027 0 21 913 93 Ľ ¥ Peds 11 NE 47th St 0 71 33 12 59 24 9 0 66 135 42 **→** 24 4 NE 47th St Peds 23 1 7 0 0 996 0 Approach **PHF** HV% Volume ЕΒ 4.5% 66 0.79 WB 5.6% 71 0.66 NΒ 0.00 0.0% 0 SB 0.98 3.9% 1,027 0.98 4.0% 1,164 Intersection Count Period: 7:00 AM to 9:00 AM



Roosevelt Way NE & NE 47th St

Tuesday, February 16, 2010 7:00 AM to 9:00 AM

In 1,027 HV 3.9% PHF 0.98 21 913 93 4 + 4 HV 5.6% PHF 0.66 Out 33 71 In In 66 135 Out 24 ' HV 4.5% PHF 0.79 0.0% 를 표 Out 996

Peak Hour Summary 8:00 AM to 9:00 AM

15-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start	F	North Roosevel	bound It Way N	E	F	South Roosevel		E			ound 7th St				oound 7th St		Interval	
Time	L	Т	R	HV	L	Т	R	HV	L	Т	R	HV	L	Т	R	HV	Total	North
7:00 AM	0	0	0	0	12	85	1	3	0	4	1	0	5	0	0	1	108	2
7:15 AM	0	0	0	0	8	121	2	5	0	2	5	1	6	1	0	1	145	2
7:30 AM	0	0	0	0	16	190	2	6	0	3	3	0	9	3	0	1	226	1
7:45 AM	0	0	0	0	9	245	1	7	0	10	2	0	9	1	0	0	277	4
8:00 AM	0	0	0	0	10	239	7	11	0	11	4	2	14	4	0	0	289	3
8:15 AM	0	0	0	0	28	221	4	10	0	12	4	0	22	5	0	2	296	3
8:30 AM	0	0	0	0	25	231	7	11	0	12	9	0	12	2	0	1	298	4
8:45 AM	0	0	0	0	30	222	3	8	0	7	7	1	11	1	0	1	281	1
Total Survey	0	0	0	0	138	1,554	27	61	0	61	35	4	88	17	0	7	1,920	20

			s trians swalk	
	North	South	East	West
	2	6	2	3
	2	3	0	0
	1	5	2	2
	4	6	5	3
	3	5	4	6
	3	4	2	3
	4	11	4	4
	1	3	0	11
	20	43	19	32

Peak Hour Summary

8:00 AM to 9:00 AM

Bv		North	bound			South	bound			Eastb	ound			Westl	oound		
. , ,	F	Roosevel	t Way N	E	R	Rooseve	It Way N	E		NE 4	7th St			NE 4	7th St		Total
Approach	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	
Volume	0	996	996	0	1,027	0	1,027	40	66	33	99	3	71	135	206	4	1,164
%HV		0.0	0%			3.	9%			4.5	5%			5.6	6%		4.0%
PHF		0.00					98			0.	79			0.	66		0.98

	Pedes	trians													
Crosswalk															
North															
11	23	10	24												

Ву	B	North loosevel		IE	В	South loosevel	bound	F			ound 7th St			Westl NE 4	oound		Total
Movement	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	Total
Volume	0	0	0	0	93	913	21	1,027	0	42	24	66	59	12	0	71	1,164
PHF	0.00	0.00	0.00	0.00	0.78	0.96	0.75	0.98	0.00	0.88	0.67	0.79	0.67	0.60	0.00	0.66	0.98

Rolling Hour Summary

7:00 AM to 9:00 AM

Interval Start	F	North Roosevel	bound t Way N	E	F	South Roosevel	bound t Way N	E			ound 7th St				bound 7th St		Interval		Pedes	trians swalk	
Time	L	Т	R	HV	L	Т	R	HV	L	Т	R	H۷	L	Т	R	HV	Total	North	South	East	West
7:00 AM	0	0	0	0	45	641	6	21	0	19	11	1	29	5	0	3	756	9	20	9	8
7:15 AM	0	0	0	0	43	795	12	29	0	26	14	3	38	9	0	2	937	10	19	11	11
7:30 AM	0	0	0	0	63	895	14	34	0	36	13	2	54	13	0	3	1,088	11	20	13	14
7:45 AM	0	0	0	0	72	936	19	39	0	45	19	2	57	12	0	3	1,160	14	26	15	16
8:00 AM	0	0	0	0	93	913	21	40	0	42	24	3	59	12	0	4	1,164	11	23	10	24

Peak Hour Summary All Traffic Data Mark Skaggs (206) 251-0300 Roosevelt Way NE & NE 47th St 12:00 PM to 1:00 PM Tuesday, February 16, 2010 Roosevelt Way NE 586 0 507 62 Ľ ¥ Peds 37 NE 47th St 0 139 40 23 116 99 8 0 95 125 63 **→** 32 4 NE 47th St Peds 34 1 7 0 0 655 0 Approach **PHF** HV% Volume ЕΒ 4.2% 95 0.91 WB 0.87 3.6% 139 NΒ 0.00 0.0% 0 SB 0.96 4.1% 586 0.95 4.0% 820 Intersection Count Period: 11:00 AM to 1:00 PM



Roosevelt Way NE & NE 47th St

Tuesday, February 16, 2010 11:00 AM to 1:00 PM

In 586 HV 4.1% PHF 0.96 17 507 62 HV 3.6% PHF 0.87 139 In Out 40 63 🗪 In 95 125 Out ³² 🔾 HV 4.2% PHF 0.91 0.0% 0 로 불 Out 655

Peak Hour Summary 12:00 PM to 1:00 PM

15-Minute Interval Summary

11:00 AM to 1:00 PM

Interval Start	F	North Rooseve	bound It Way N	ΙE	F	South Roosevel		E			ound 7th St				bound 7th St		Interval			s trians swalk	
Time	L	Т	R	HV	L	Т	R	HV	L	Т	R	HV	L	Т	R	HV	Total	North	South	East	West
11:00 AM	0	0	0	0	14	96	3	9	0	13	13	1	27	6	0	0	172	6	15	0	21
11:15 AM	0	0	0	0	13	119	3	6	0	14	12	2	27	6	0	1	194	9	5	3	15
11:30 AM	0	0	0	0	17	127	7	4	0	4	11	0	33	7	0	1	206	17	10	4	20
11:45 AM	0	0	0	0	17	128	5	5	0	12	9	2	30	6	0	1	207	8	14	6	15
12:00 PM	0	0	0	0	23	104	6	5	0	16	10	0	34	6	0	1	199	8	12	4	13
12:15 PM	0	0	0	0	16	130	3	8	0	17	7	2	24	4	0	0	201	8	8	4	10
12:30 PM	0	0	0	0	10	140	3	6	0	13	7	1	24	7	0	0	204	11	12	7	27
12:45 PM	0	0	0	0	13	133	5	5	0	17	8	1	34	6	0	4	216	10	2	3	16
Total Survey	0	0	0	0	123	977	35	48	0	106	77	9	233	48	0	8	1,599	77	78	31	137

Peak Hour Summary 12:00 PM to 1:00 PM

By Approach	F	North Roosevel	bound t Way N	E	R		bound It Way N	E			oound 7th St				bound 7th St		Total
Арргоасп	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	
Volume	0	655	655	0	586	0	586	24	95	40	135	4	139	125	264	5	820
%HV		0.0	0.0% 4.1%							4.	2%			3.	6%		4.0%
PHF		0.	00			0.	96			0.	91			0.	87		0.95

Crosswalk	
North South East We	st
37 34 18 66	3

Ву	B	North loosevel	bound	IE	В	South Roosevel	bound	IF.			ound 7th St			Westl NE 4			Total
Movement	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	Total
Volume	0	0	0	0	62	507	17	586	0	63	32	95	116	23	0	139	820
PHF	0.00	0.00	0.00	0.00	0.67	0.91	0.71	0.96	0.00	0.93	0.80	0.91	0.85	0.82	0.00	0.87	0.95

Rolling Hour Summary 11:00 AM to 1:00 PM

Interval Start	F	North Rooseve	bound It Way N	E	F	South Roosevel		E			ound 7th St			Westl NE 4	oound 7th St		Interval		Pedes Cross	trians swalk	
Time	L	Т	R	HV	L	Т	R	HV	L	Т	R	HV	L	Т	R	HV	Total	North	South	East	West
11:00 AM	0	0	0	0	61	470	18	24	0	43	45	5	117	25	0	3	779	40	44	13	71
11:15 AM	0	0	0	0	70	478	21	20	0	46	42	4	124	25	0	4	806	42	41	17	63
11:30 AM	0	0	0	0	73	489	21	22	0	49	37	4	121	23	0	3	813	41	44	18	58
11:45 AM	0	0	0	0	66	502	17	24	0	58	33	5	112	23	0	2	811	35	46	21	65
12:00 PM	0	0	0	0	62	507	17	24	0	63	32	4	116	23	0	5	820	37	34	18	66

Peak Hour Summary All Traffic Data Mark Skaggs (206) 251-0300 Roosevelt Way NE & NE 47th St 4:45 PM to 5:45 PM Tuesday, February 16, 2010 Roosevelt Way NE 778 0 28 694 56 Ľ ¥ Peds 29 NE 47th St 0 209 88 60 149 32 0 140 143 87 **→** 53 4 NE 47th St Peds 51 1 7 K 0 0 896 0 Approach **PHF** HV% Volume ЕΒ 0.7% 140 0.81 WB 3.3% 209 0.97 NΒ 0.00 0.0% 0 SB 0.90 2.8% 778 0.95 2.7% 1,127 Intersection Count Period: 4:00 PM to 6:00 PM



Roosevelt Way NE & NE 47th St

Tuesday, February 16, 2010 4:00 PM to 6:00 PM

In 778 HV 2.8% PHF 0.90 28 694 56 HV 3.3% PHF 0.97 29 209 In Out 88 87 🗪 In 140 143 Out 53 HV 0.7% PHF 0.81 0.0% 0 로 불 Out 896

Peak Hour Summary 4:45 PM to 5:45 PM

15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start	F	North Roosevel	bound t Way N	E	F	South!		E			oound 7th St			Westl NE 4	oound 7th St		Interval
Time	L	Т	R	HV	L	T	R	HV	L	Т	R	HV	L	T	R	HV	Total
4:00 PM	0	0	0	0	11	162	8	13	1	15	9	0	41	10	0	1	257
4:15 PM	0	0	0	0	17	172	7	10	0	15	14	3	31	15	0	4	271
4:30 PM	0	0	0	0	20	158	5	10	0	18	10	0	34	7	0	2	252
4:45 PM	0	0	0	0	10	173	8	7	0	22	8	0	41	10	0	1	272
5:00 PM	0	0	0	0	12	166	6	6	0	23	16	1	31	21	0	3	275
5:15 PM	0	0	0	0	12	168	7	6	0	27	16	0	40	12	0	1	282
5:30 PM	0	0	0	0	22	187	7	3	0	15	13	0	37	17	0	2	298
5:45 PM	0	0	0	0	13	143	10	5	0	16	11	0	32	6	0	2	231
Total Survey	0	0	0	0	117	1,329	58	60	1	151	97	4	287	98	0	16	2,138

Peak Hour Summary 4:45 PM to 5:45 PM

By Approach	F	North Roosevel	bound t Way N	E	F		bound It Way N	E			oound 7th St				bound 7th St		Total
Арріоасії	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	
Volume	0	896	896	0	778	0	778	22	140	88	228	1	209	143	352	7	1,127
%HV		0.0	0%			2.8	8%			0.7	7%			3.3	3%		2.7%
PHF		896 896 0 0.0% 0.00				0.	90			0.	81			0.	97		0.95

	Pedes	trians													
	Cross	swalk													
North	Crosswalk North South East West														
29	51	32	75												

Pedestrians Crosswalk

10 11

North South East

14 20

11

19

12 9

11 16

112

12

West

14 28

16

19

18

24

157

Bv		North	bound			South	bound			Eastk	ound			West	oound		
Movement	R	Roosevel	t Way N	ΙE	R	loosevel	t Way N	E		NE 4	7th St			NE 4	7th St		Total
Movement	L	Т	R	Total	L	Т	R	Total	L	Т	R	Total	L	Т	R	Total	
Volume	0	0	0	0	56	694	28	778	0	87	53	140	149	60	0	209	1,127
PHF	0.00	0.00	0.00	0.00	0.64	0.93	0.88	0.90	0.00	0.81	0.83	0.81	0.91	0.71	0.00	0.97	0.95

Rolling Hour Summary 4:00 PM to 6:00 PM

Interval Start	F	North Roosevel		E	F	South Roosevel		E		Eastb NE 4	ound 7th St				oound 7th St		Interval		Pedes Cross	trians swalk	
Time	L	Т	R	HV	L	Т	R	HV	L	Т	R	H۷	Г	Т	R	ΗV	Total	North	South	East	West
4:00 PM	0	0	0	0	58	665	28	40	1	70	41	3	147	42	0	8	1,052	43	64	38	77
4:15 PM	0	0	0	0	59	669	26	33	0	78	48	4	137	53	0	10	1,070	39	62	35	81
4:30 PM	0	0	0	0	54	665	26	29	0	90	50	1	146	50	0	7	1,081	36	51	32	74
4:45 PM	0	0	0	0	56	694	28	22	0	87	53	1	149	60	0	7	1,127	29	51	32	75
5:00 PM	0	0	0	0	59	664	30	20	0	81	56	1	140	56	0	8	1,086	40	48	34	80

Peak Hour Summary All Traffic Data Mark Skaggs (206) 251-0300 11th Ave NE & NE 47th St 8:00 AM to 9:00 AM Tuesday, February 16, 2010 11th Ave NE 0 261 0 Ľ ¥ Peds 20 NE 47th St 28 72 54 82 0 7 23 106 115 83 **→** 0 ¥ NE 47th St Peds 29 1 7 K 18 210 32 0 260 Approach **PHF** HV% Volume ΕB 6.6% 106 0.80 WB 4.9% 82 0.71 NB 10.8% 260 0.76 SB 0.00 0.0% 0 8.7% 448 Intersection 0.84 Count Period: 7:00 AM to 9:00 AM



(206) 251-0300

11th Ave NE & NE 47th St

Tuesday, February 16, 2010 7:00 AM to 9:00 AM

Northbound

11th Ave NE

R

Т

58

ΗV

15-Minute Interval Summary 7:00 AM to 9:00 AM

Interval

Start

Time

7:00 AM

7:15 AM

7:30 AM

7:45 AM

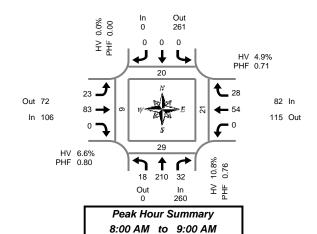
8:00 AM

8:15 AM

8:30 AM

8:45 AM

Total Survey



				_							
Eastb	ound			Westl	oound				Pedes	trians	
NE 47	7th St			NE 4	7th St		Interval		Cross	swalk	
Т	R	HV	L	Т	R	HV	Total	North	South	East	Wes
10	0	1	0	2	1	0	37	6	6	2	2
7	0	1	0	8	2	1	48	6	5	3	0
11	0	2	0	12	9	1	67	3	6	4	2
16	0	2	0	5	6	0	67	4	7	9	1
15	0	3	0	10	6	0	77	2	8	9	3
28	0	2	0	22	7	1	134	7	7	6	2
25	0	0	0	15	7	1	112	8	6	3	2
15	0	2	0	7	8	2	125	3	8	3	2

Peak Hour Summary 8:00 AM to 9:00 AM

By Approach			bound ve NE				bound ve NE				oound 7th St				oound 7th St		Total
Арріоасії	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	
Volume	260	0	260	28	0	261	261	0	106	72	178	7	82	115	197	4	448
%HV		10.	8%			0.0	0%			6.0	6%			4.9	9%		8.7%
PHF						0.	00			0.	80			0.	71		0.84

Southbound

11th Ave NE

R

HV

	Pedes	trians											
	Cross	swalk											
North	South	East	West										
20													

By Movement			bound ve NE				bound ve NE				ound 7th St				oound 7th St		Total
Movement	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	Т	R	Total	
Volume	18	210	32	260	0	0	0	0	23	83	0	106	0	54	28	82	448
PHF	0.56	0.76	0.67	0.76	0.00	0.00	0.00	0.00	0.58	0.74	0.00	0.80	0.00	0.61	0.88	0.71	0.84

Rolling Hour Summary 7:00 AM to 9:00 AM

Interval Start		Northi 11th A	bound ve NE				bound ve NE				ound 7th St			Westl NE 47	oound 7th St		Interval		Pedes	trians swalk	
Time	L	Т	R	HV	L	Т	R	HV	L	Т	R	HV	L	Т	R	HV	Total	North	South	East	West
7:00 AM	10	98	15	17	0	0	0	0	7	44	0	6	0	27	18	2	219	19	24	18	5
7:15 AM	15	113	19	19	0	0	0	0	5	49	0	8	0	35	23	2	259	15	26	25	6
7:30 AM	21	145	24	22	0	0	0	0	8	70	0	9	0	49	28	2	345	16	28	28	8
7:45 AM	16	174	23	26	0	0	0	0	15	84	0	7	0	52	26	2	390	21	28	27	8
8:00 AM	18	210	32	28	0	0	0	0	23	83	0	7	0	54	28	4	448	20	29	21	9

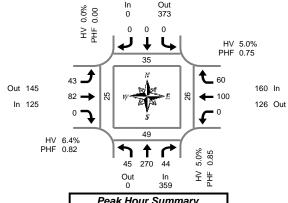
Peak Hour Summary All Traffic Data Mark Skaggs (206) 251-0300 11th Ave NE & NE 47th St 11:30 AM to 12:30 PM Tuesday, February 16, 2010 11th Ave NE 0 373 0 Ľ ¥ Peds 35 NE 47th St 60 145 160 100 0 25 26 43 125 126 82 **→** 0 ¥ NE 47th St Peds 49 1 K 7 45 270 44 0 359 Approach **PHF** HV% Volume ΕB 6.4% 125 0.82 WB 5.0% 160 0.75 NΒ 0.85 5.0% 359 SB 0.00 0.0% 0 5.3% 644 Intersection 0.87 Count Period: 11:00 AM to 1:00 PM



11th Ave NE & NE 47th St

Tuesday, February 16, 2010 11:00 AM to 1:00 PM

15-Minute Interval Summary 11:00 AM to 1:00 PM



Peak Hour Summary 11:30 AM to 12:30 PM

Interval		North	bound			South	bound			Eastb	ound			Westl	oound				Pedes	trians	
Start		11th A	ve NE			11th A	ve NE			NE 47	7th St			NE 4	7th St		Interval		Cross	swalk	
Time	L	Т	R	HV	L	Т	R	HV	L	Т	R	HV	L	Т	R	HV	Total	North	South	East	West
11:00 AM	10	74	7	5	0	0	0	0	9	18	0	1	0	25	8	1	151	4	10	4	0
11:15 AM	11	58	15	8	0	0	0	0	9	14	0	0	0	21	12	0	140	8	10	4	4
11:30 AM	18	79	9	4	0	0	0	0	10	16	0	4	0	25	12	2	169	11	12	6	3
11:45 AM	12	54	12	5	0	0	0	0	8	20	0	3	0	24	11	3	141	7	13	5	5
12:00 PM	9	73	13	4	0	0	0	0	16	22	0	1	0	30	23	1	186	10	14	7	11
12:15 PM	6	64	10	5	0	0	0	0	9	24	0	0	0	21	14	2	148	7	10	8	6
12:30 PM	9	64	12	5	0	0	0	0	8	19	0	1	0	22	13	0	147	15	14	8	8
12:45 PM	19	54	14	5	0	0	0	0	6	18	0	1	0	18	7	3	136	17	3	8	1
Total Survey	94	520	92	41	0	0	0	0	75	151	0	11	0	186	100	12	1,218	79	86	50	38

Peak Hour Summary 11:30 AM to 12:30 PM

By			bound Ave NE				bound ve NE				oound 7th St				bound 7th St		Total
Approach	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	
Volume	359	0	359	18	0	373	373	0	125	145	270	8	160	126	286	8	644
%HV		5.	0%			0.0	0%			6.4	4%			5.	0%		5.3%
PHF						0.	00			0.	82			0.	75		0.87

	Pedes	trians													
	Crosswalk														
North	South	East	West												
35	49	26	25												

By Movement			bound ve NE				bound ve NE			Eastb NE 4					oound 7th St		Total
Movement	L	Т	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	45	270	44	359	0	0	0	0	43	82	0	125	0	100	60	160	644
PHF	0.63	0.85	0.85	0.85	0.00	0.00	0.00	0.00	0.67	0.85	0.00	0.82	0.00	0.83	0.65	0.75	0.87

Rolling Hour Summary 11:00 AM to 1:00 PM

Interval Start		Northi 11th A	oound ve NE				bound ve NE				ound 7th St				oound 7th St		Interval		Pedes	trians swalk	
Time	L	Т	R	HV	L	T	R	HV	L	Т	R	HV	L	T	R	HV	Total	North	South	East	West
11:00 AM	51	265	43	22	0	0	0	0	36	68	0	8	0	95	43	6	601	30	45	19	12
11:15 AM	50	264	49	21	0	0	0	0	43	72	0	8	0	100	58	6	636	36	49	22	23
11:30 AM	45	270	44	18	0	0	0	0	43	82	0	8	0	100	60	8	644	35	49	26	25
11:45 AM	36	255	47	19	0	0	0	0	41	85	0	5	0	97	61	6	622	39	51	28	30
12:00 PM	43	255	49	19	0	0	0	0	39	83	0	3	0	91	57	6	617	49	41	31	26

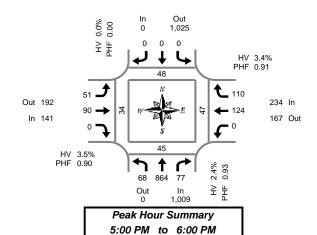
Peak Hour Summary All Traffic Data Mark Skaggs (206) 251-0300 11th Ave NE & NE 47th St 5:00 PM to 6:00 PM Tuesday, February 16, 2010 11th Ave NE 0 1025 0 Ľ ¥ Peds 48 NE 47th St 110 192 124 234 0 34 47 51 141 167 90 **→** 0 ¥ NE 47th St Peds 45 1 K 7 68 864 77 0 1009 Approach **PHF** HV% Volume ΕB 3.5% 141 0.90 WB 234 0.91 3.4% NB 0.93 2.4% 1,009 SB 0.00 0.0% 0 1,384 0.93 2.7% Intersection Count Period: 4:00 PM to 6:00 PM



11th Ave NE & NE 47th St

Tuesday, February 16, 2010 4:00 PM to 6:00 PM

15-Minute Interval Summary 4:00 PM to 6:00 PM



Interval Start			bound ve NE				bound ve NE			Eastb NE 41					bound 7th St		Interval		Pedes	trians swalk	
Time	L	Т	R	HV	L	Т	R	HV	L	Т	R	HV	١	Т	R	HV	Total	North	South	East	West
4:00 PM	13	155	15	5	0	0	0	0	13	13	0	1	0	33	26	2	268	4	9	5	2
4:15 PM	10	152	21	10	0	0	0	0	13	17	0	2	0	32	27	5	272	9	9	16	3
4:30 PM	15	176	12	5	0	0	0	0	14	22	0	1	0	35	34	4	308	21	5	12	8
4:45 PM	13	182	14	8	0	0	0	0	10	22	0	2	0	32	25	0	298	9	21	9	9
5:00 PM	18	217	14	5	0	0	0	0	15	21	0	2	0	33	29	2	347	16	16	11	10
5:15 PM	18	229	22	7	0	0	0	0	15	24	0	1	0	35	28	2	371	8	8	10	10
5:30 PM	19	232	19	7	0	0	0	0	10	23	0	1	0	34	30	2	367	12	5	12	8
5:45 PM	13	186	22	5	0	0	0	0	11	22	0	1	0	22	23	2	299	12	16	14	6
Total Survey	119	1,529	139	52	0	0	0	0	101	164	0	11	0	256	222	19	2,530	91	89	89	56

Peak Hour Summary 5:00 PM to 6:00 PM

By			bound ve NE				bound ve NE				oound 7th St				bound 7th St		Total
Approach	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	
Volume	1,009	0	1,009	24	0	1,025	1,025	0	141	192	333	5	234	167	401	8	1,384
%HV		2.4	4%			0.0	0%			3.	5%			3.	4%		2.7%
PHF		0.	93			0.	00			0.	90			0.	.91		0.93

	Pedes	trians	
	Cross	swalk	
North	South	East	West
48	45	47	34

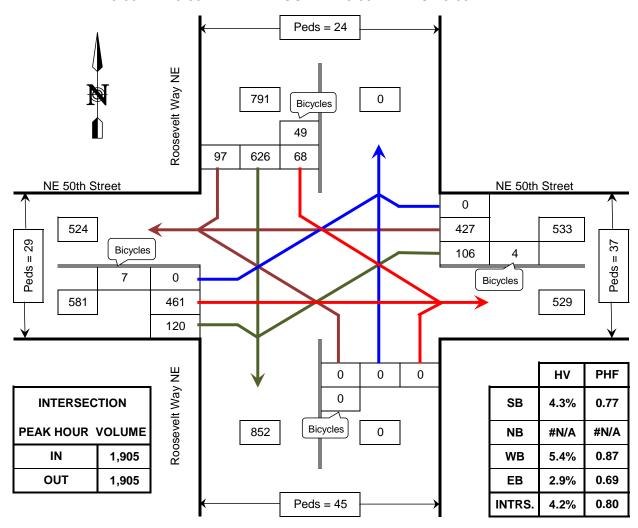
By Movement			bound ve NE				bound ve NE			Eastb NE 4	ound 7th St				oound 7th St		Total
Movement	L	Т	R	Total	L	T	R	Total	L	Т	R	Total	L	T	R	Total	
Volume	68	864	77	1,009	0	0	0	0	51	90	0	141	0	124	110	234	1,384
PHF	0.89	0.93	0.88	0.93	0.00	0.00	0.00	0.00	0.85	0.94	0.00	0.90	0.00	0.89	0.92	0.91	0.93

Rolling Hour Summary 4:00 PM to 6:00 PM

Interval Start			bound ve NE			South 11th A	bound ve NE				ound 7th St			Westl NE 47			Interval		Pedes	strians swalk	
Time	L	Т	R	HV	L	Т	R	HV	L	Т	R	HV	L	Т	R	HV	Total	North	South	East	West
4:00 PM	51	665	62	28	0	0	0	0	50	74	0	6	0	132	112	11	1,146	43	44	42	22
4:15 PM	56	727	61	28	0	0	0	0	52	82	0	7	0	132	115	11	1,225	55	51	48	30
4:30 PM	64	804	62	25	0	0	0	0	54	89	0	6	0	135	116	8	1,324	54	50	42	37
4:45 PM	68	860	69	27	0	0	0	0	50	90	0	6	0	134	112	6	1,383	45	50	42	37
5:00 PM	68	864	77	24	0	0	0	0	51	90	0	5	0	124	110	8	1,384	48	45	47	34



8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



PHF = Peak Hour Factor HV = Heavy Vehicles

Roosevelt Way NE @ NE 50th Street

Seattle, WA

COUNTED BY: SN DATE OF COUNT: Thu. 2/5/15

REDUCED BY: CN TIME OF COUNT: 8:00 AM - 9:00 AM

REDUCTION DATE: Fri. 2/6/15 WEATHER: Rainy



LOCATION:	Roosevelt Way NE @ NE 50th Street	DATE OF COUNT:	Thu. 2/5/15	COUNTED BY:	SN
	Seattle, WA	TIME OF COUNT:	8:00 AM - 9:00 AM	WEATHER:	Rainy

TIME INTERVAL ENDING			FROM NO						FROM SO						FROM E		I				FROM W		١		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	4	12	8	14	162	16	14	0	0	0	0	0	16	10	2	28	90	0	2	0	2	0	86	18	414
08:30 AM	6	8	12	13	123	16	10	0	0	0	0	0	5	6	0	23	110	0	5	4	0	0	107	31	423
08:45 AM	7	6	12	9	151	31	8	0	0	0	0	0	4	2	2	32	121	0	8	5	3	0	96	33	473
09:00 AM	7	8	17	32	190	34	13	0	0	0	0	0	12	11	0	23	106	0	14	8	2	0	172	38	595
PEAK HOUR TOTALS	24	34	49	68	626	97	45	0	0	0	0	0	37	29	4	106	427	0	29	17	7	0	461	120	INTERSECTION
ALL MOVEMENTS				791						0						533					1905				
% HV				4.3%						#N/A					•	5.4%						2.9%			4.2%
PEAK HOUR FACTOR				0.77						#N/A						0.87			0.69						0.80

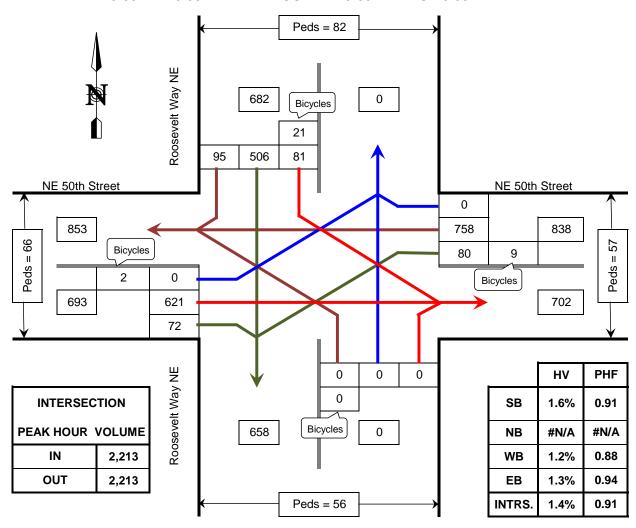
PHF = Peak Hour Factor 8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM

REDUCED BY: CN DATE OF REDUCTION: 2/6/2015

		ı	FROM NO	ORTH O	N				FROM SC	UTH O	N				FROM E	AST ON	l				FROM W	EST ON	ı		
			Roosevel	- Way N	E				Roosevelt	Way N	=				NE 50th	Stroot					NE 50th	Stroot			INTERVAL
			COOSEVE	· way iv	· L				(OOSEVEII	. way iv	_				NE JOU	Otreet					NE JOHN	Jucet			TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	Н۷	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	24	34	49	68	626	97	45	0	0	0	0	0	37	29	4	106	427	0	29	17	7	0	461	120	1905



5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



PHF = Peak Hour Factor HV = Heavy Vehicles

Roosevelt Way NE @ NE 50th Street

Seattle, WA

COUNTED BY: SN DATE OF COUNT: Thu. 2/5/15

REDUCED BY: CN TIME OF COUNT: 5:00 PM - 6:00 PM

REDUCTION DATE: Fri. 2/6/15 WEATHER: Rainy



LOCATION:	Roosevelt Way NE @ NE 50th Street	DATE OF COUNT:	Thu. 2/5/15	COUNTED BY:	SN
	Seattle, WA	TIME OF COUNT:	5:00 PM - 6:00 PM	WEATHER:	Rainy

TIME INTERVAL ENDING			FROM N						FROM So						FROM E		N				FROM W		N		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	н٧	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	18	3	3	24	118	27	13	0	0	0	0	0	13	4	3	17	183	0	12	4	0	0	156	20	545
05:30 PM	18	2	6	19	131	15	15	0	0	0	0	0	21	3	1	13	171	0	18	1	0	0	142	16	507
05:45 PM	21	3	10	15	121	24	7	0	0	0	0	0	10	1	1	29	187	0	18	2	1	0	158	16	550
06:00 PM	25	3	2	23	136	29	21	0	0	0	0	0	13	2	4	29	217	0	18	2	1	0	165	20	611
00.00 PW	25	3		23	130	29	21	U	0	U	U	U	13		4	۷۱	217	U	10		'	U	100	20	011
PEAK HOUR TOTALS	82	11	21	81	506	95	56	0	0	0	0	0	57	10	9	80	758	0	66	9	2	0	621	72	INTERSECTION
ALL MOVEMENTS				682						0						838					2213				
% HV				1.6%						#N/A						1.2%						1.3%			1.4%
PEAK HOUR FACTOR				0.91						#N/A						0.88			0.94					0.91	

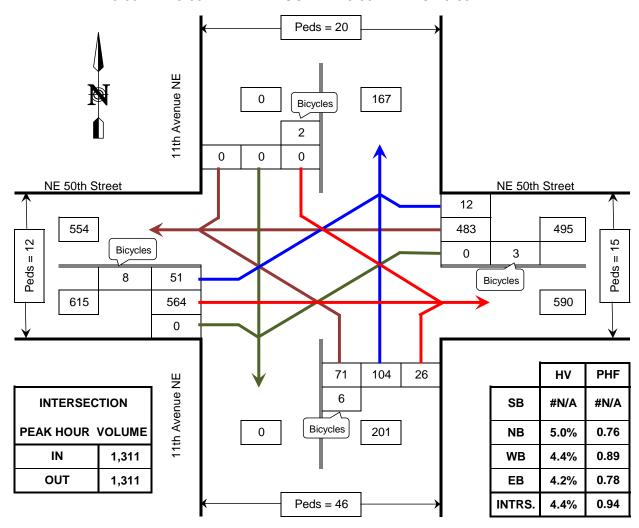
PHF = Peak Hour Factor 5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM

REDUCED BY: CN DATE OF REDUCTION: 2/6/2015

																								-	
	FROM NORTH ON						FROM SOUTH ON Roosevelt Way NE						FROM EAST ON NE 50th Street						FROM WEST ON NE 50th Street						
Roosevelt Way NE						INTERVAL																			
	Nooseven way HE																								TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	н٧	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	82	11	21	81	506	95	56	0	0	0	0	0	57	10	9	80	758	0	66	9	2	0	621	72	2213



8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



PHF = Peak Hour Factor HV = Heavy Vehicles

11th Avenue NE @ NE 50th Street

Seattle, WA

COUNTED BY: SF DATE OF COUNT: Thu. 2/5/15

REDUCED BY: CN TIME OF COUNT: 8:00 AM - 9:00 AM

REDUCTION DATE: Thu. 2/5/15 WEATHER: Rainy



LOCATION:	11th Avenue NE @ NE 50th Street	DATE OF COUNT:	Thu. 2/5/15	COUNTED BY:	SF
	Seattle, WA	TIME OF COUNT:	8:00 AM - 9:00 AM	WEATHER:	Rainy

TIME INTERVAL ENDING			FROM N						FROM So						FROM E		ı				FROM W		N		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	н٧	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	3	0	0	0	0	0	19	4	1	12	17	9	2	7	2	0	108	3	2	5	0	10	139	0	298
08:30 AM	6	0	2	0	0	0	9	1	3	26	24	5	6	3	0	0	137	2	1	2	1	6	134	0	334
08:45 AM	1	0	0	0	0	0	8	3	1	29	28	9	2	2	1	0	129	5	5	8	2	12	118	0	330
09:00 AM	10	0	0	0	0	0	10	2	1	4	35	3	5	10	0	0	109	2	4	11	5	23	173	0	349
00.00 AM	10			J .	3	J	10			-	- 55	3	3	.0	3	<u> </u>	100		-7			20	173	3	049
PEAK HOUR TOTALS	20	0	2	0	0	0	46	10	6	71	104	26	15	22	3	0	483	12	12	26	8	51	564	0	INTERSECTION
ALL MOVEMENTS				0						201						495			615						1311
% HV				#N/A						5.0%						4.4%						4.4%			
PEAK HOUR FACTOR				#N/A						0.76						0.89						0.78			0.94

PHF = Peak Hour Factor 8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM

REDUCED BY: CN DATE OF REDUCTION: 2/5/2015

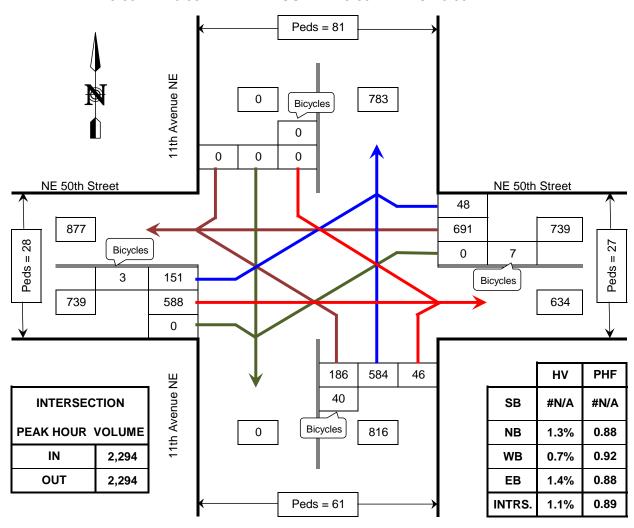
ROLLING HOUR COUNT

																			1						
			FROM NO	DRTHO	N				FROM SC	отн о	N				FROM E	AST ON					FROM W	EST ON	1		
			11th Ave	enue NE					11th Ave	nue NE					NE 50th	Street					NE 50th	Street			INTERVAL
																									TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	20	0	2	0	0	0	46	10	6	71	104	26	15	22	3	0	483	12	12	26	8	51	564	0	1311



TURNING MOVEMENTS DIAGRAM

5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



PHF = Peak Hour Factor HV = Heavy Vehicles

11th Avenue NE @ NE 50th Street

Seattle, WA

COUNTED BY: SF DATE OF COUNT: Thu. 2/5/15

REDUCED BY: CN TIME OF COUNT: 5:00 PM - 6:00 PM

REDUCTION DATE: Thu. 2/5/15 WEATHER: Rainy



LOCATION:	11th Avenue NE @ NE 50th Street	DATE OF COUNT:	Thu. 2/5/15	COUNTED BY:	SF
	Seattle, WA	TIME OF COUNT:	5:00 PM - 6:00 PM	WEATHER:	Rainy

TIME			FROM NO	RTH O	N				FROM SO	о нти	N				FROM E	AST ON					FROM W	EST ON	N		
INTERVAL			11th Ave	nue NE					11th Ave	enue NE					NE 50th	Street					NE 50th	Street			INTERVAL
ENDING																									TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																									-
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	26	0	0	0	0	0	12	4	11	50	172	11	6	3	3	0	185	16	3	5	0	47	163	0	644
05:30 PM	17	0	0	0	0	0	15	3	3	46	126	12	13	1	1	0	149	12	11	2	0	33	138	0	516
05:45 PM	12	0	0	0	0	0	20	2	11	43	148	12	4	0	0	0	191	10	5	2	2	41	147	0	592
06:00 PM	26	0	0	0	0	0	14	2	15	47	138	11	4	1	3	0	166	10	9	1	1	30	140	0	542
				_																					
PEAK HOUR TOTALS	81	0	0	0	0	0	61	11	40	186	584	46	27	5	7	0	691	48	28	10	3	151	588	0	INTERSECTION
ALL MOVEMENTS				0						816						739			739						2294
% HV				#N/A						1.3%						0.7%			1.4%						1.1%
PEAK HOUR FACTOR				#N/A						0.88						0.92						0.88			0.89

PHF = Peak Hour Factor	5:00 PM - 6:00 PM PEAK HOUR:	5:00 PM	TO 6:00 PM	
------------------------	------------------------------	---------	------------	--

REDUCED BY: CN DATE OF REDUCTION: 2/5/2015

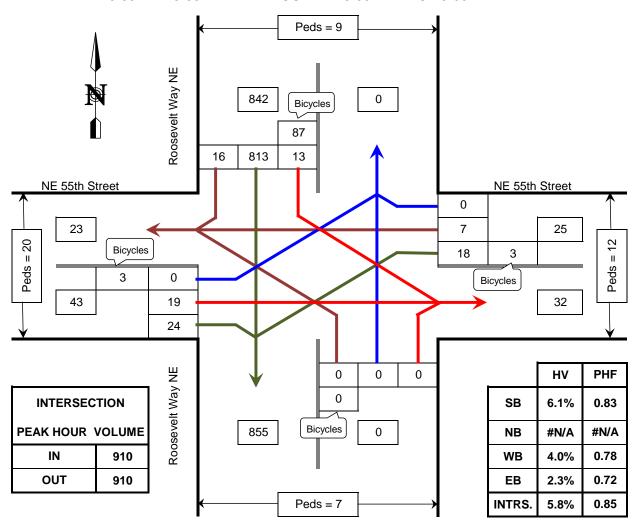
ROLLING HOUR COUNT

			FROM NO	ORTH O	N				FROM SC	UTH O	N				FROM E	AST ON					FROM W	EST OF	ı		
			11th Ave	enue NE					11th Ave	nue NE					NE 50th	Street					NE 50th	Street			INTERVAL TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	81	0	0	0	0	0	61	11	40	186	584	46	27	5	7	0	691	48	28	10	3	151	588	0	2294



TURNING MOVEMENTS DIAGRAM

8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



PHF = Peak Hour Factor HV = Heavy Vehicles

Roosevelt Way NE @ NE 55th Street

Seattle, WA

COUNTED BY: SN DATE OF COUNT: Tue. 6/2/15

REDUCED BY: CN TIME OF COUNT: 8:00 AM - 9:00 AM

REDUCTION DATE: Thu. 6/4/15 WEATHER: Overcast



LOCATION:	Roosevelt Way NE @ NE 55th Street	DATE OF COUNT:	Tue. 6/2/15	COUNTED BY:	SN
	Seattle, WA	TIME OF COUNT:	8:00 AM - 9:00 AM	WEATHER:	Overcast

TIME INTERVAL			FROM NO						FROM SO						FROM E		I				FROM W				INTERVAL
ENDING AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	TOTALS
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM				0											0	0	1					0			0
	0	0	0		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	-
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	2	14	17	0	202	3	1	0	0	0	0	0	3	1	2	3	3	0	5	0	0	0	3	5	219
08:30 AM	4	13	19	3	244	6	3	0	0	0	0	0	3	0	0	3	1	0	6	0	0	0	4	6	267
08:45 AM	0	12	21	4	188	4	2	0	0	0	0	0	5	0	1	6	1	0	6	1	1	0	5	10	218
09:00 AM	3	12	30	6	179	3	1	0	0	0	0	0	1	0	0	6	2	0	3	0	2	0	7	3	206
PEAK HOUR TOTALS	9	51	87	13	813	16	7	0	0	0	0	0	12	1	3	18	7	0	20	1	3	0	19	24	INTERSECTION
ALL MOVEMENTS				842						0						25			43						910
% HV				6.1%						#N/A						4.0%						5.8%			
PEAK HOUR FACTOR				0.83						#N/A						0.78						0.72			0.85

PHF = Peak Hour Factor 8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM

REDUCED BY: CN DATE OF REDUCTION: 6/4/2015

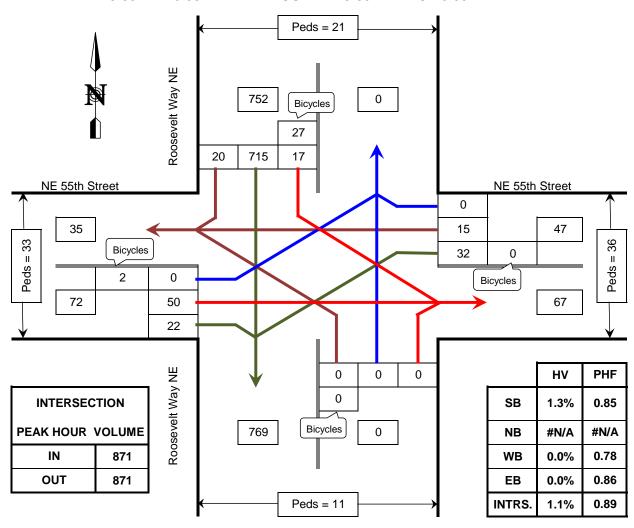
ROLLING HOUR COUNT

			FROM NO	ORTH O	N				FROM SC	OUTH O	N				FROM E	AST ON					FROM W	EST ON	١		
		F	Roosevel	t Way N	ΙE			F	Roosevelt	t Way N	ΙE				NE 55th	Street					NE 55th	Street			INTERVAL TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	9	51	87	13	813	16	7	0	0	0	0	0	12	1	3	18	7	0	20	1	3	0	19	24	910



TURNING MOVEMENTS DIAGRAM

5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



PHF = Peak Hour Factor HV = Heavy Vehicles

Roosevelt Way NE @ NE 55th Street

Seattle, WA

COUNTED BY: SF DATE OF COUNT: Wed. 6/3/15

REDUCED BY: CN TIME OF COUNT: 5:00 PM - 6:00 PM

REDUCTION DATE: Thu. 6/4/15 WEATHER: Overcast



LOCATION:	Roosevelt Way NE @ NE 55th Street	DATE OF COUNT:	Wed. 6/3/15	COUNTED BY:	SF
	Seattle, WA	TIME OF COUNT:	5:00 PM - 6:00 PM	WEATHER:	Overcast

TIME INTERVAL ENDING			FROM NO						FROM So						FROM E		I				FROM W		ı		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	н٧	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	6	4	7	5	174	7	1	0	0	0	0	0	5	0	0	8	5	0	4	0	1	0	9	10	218
05:30 PM	2	2	11	4	210	6	4	0	0	0	0	0	4	0	0	6	2	0	3	0	0	0	13	3	244
05:45 PM	9	3	5	5	190	2	4	0	0	0	0	0	13	0	0	10	5	0	12	0	0	0	17	4	233
06:00 PM	4	1	4	3	141	5	2	0	0	0	0	0	14	0	0	8	3	0	14	0	1	0	11	5	176
PEAK HOUR TOTALS	21	10	27	17	715	20	11	0	0	0	0	0	36	0	0	32	15	0	33	0	2	0	50	22	INTERSECTION
ALL MOVEMENTS				752						0						47			72						871
% HV				1.3%						#N/A						0.0%						1.1%			
PEAK HOUR FACTOR				0.85						#N/A						0.78						0.86			0.89

	PHF = Peak Hour Factor	5:00 PM - 6:00 PM PEAK HOUR:	5:00 PM	то	6:00 PM
--	------------------------	------------------------------	---------	----	---------

REDUCED BY: CN DATE OF REDUCTION: 6/4/2015

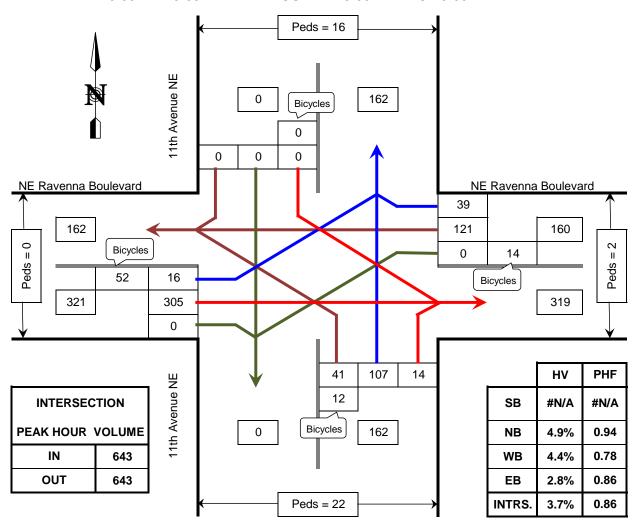
ROLLING HOUR COUNT

			FROM NO	ORTH O	N				FROM SC	OHTU	N				FROM E	AST ON					FROM W	EST O	ı		
			Roosevelt	t Way N	ΙE				Roosevel	t Way N	E				NE 55th	Street					NE 55th	Street			INTERVAL
																									TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	21	10	27	17	715	20	11	0	0	0	0	0	36	0	0	32	15	0	33	0	2	0	50	22	871



TURNING MOVEMENTS DIAGRAM

8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



PHF = Peak Hour Factor HV = Heavy Vehicles

11th Avenue NE @ NE Ravenna Boulevard

Seattle, WA

COUNTED BY: JH DATE OF COUNT: Tue. 2/3/15

REDUCED BY: CN TIME OF COUNT: 8:00 AM - 9:00 AM

REDUCTION DATE: Thu. 2/5/15 WEATHER: Overcast



LOCATION:	11th Avenue NE @ NE Ravenna Boulevard	DATE OF COUNT:	Tue. 2/3/15	COUNTED BY:	JH
	Seattle, WA	TIME OF COUNT:	8:00 AM - 9:00 AM	WEATHER:	Overcast

TIME			FROM NO	ORTH O	N				FROM SO	онти о	N				FROM E	AST ON	1				FROM W	EST O	N		
INTERVAL			11th Ave	nue NE					11th Ave	enue NE				NE	Ravenna	a Boulev	/ard			NE	Ravenna	Boule	vard		INTERVAL
ENDING																									TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	5	0	0	0	0	0	7	2	1	6	27	2	0	0	1	0	28	6	0	3	12	7	78	0	154
08:30 AM	5	0	0	0	0	0	7	2	6	14	22	6	1	2	3	0	28	10	0	3	13	5	60	0	145
08:45 AM	3	0	0	0	0	0	6	1	2	9	32	1	1	3	7	0	31	6	0	2	13	2	76	0	157
09:00 AM	3	0	0	0	0	0	2	3	3	12	26	5	0	2	3	0	34	17	0	1	14	2	91	0	187
DEAK HOUR TOTAL	16	_		•			22		40	44	107	44	_	7	14	•	424	20		q	E 2	46	305		INTERSECTION
PEAK HOUR TOTALS	16	0	U	0	0	0	22	8	12	41	107	14	2		14	0	121	39	0	9	52	16	305	0	INTERSECTION
ALL MOVEMENTS				0						162						160			1			321			643
% HV				#N/A						4.9%						4.4%						2.8%			3.7%
PEAK HOUR FACTOR				#N/A						0.94						0.78						0.86			0.86

HF = Peak Hour Factor 8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM

REDUCED BY: CN DATE OF REDUCTION: 2/5/2015

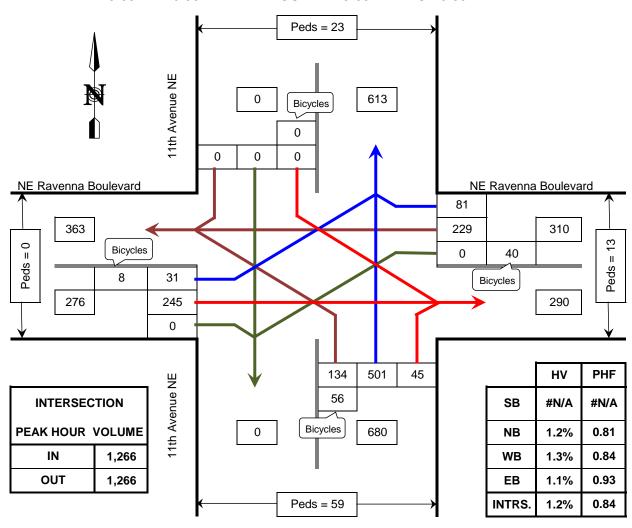
ROLLING HOUR COUNT

							1																		
			FROM NO	жіно	N				FROM SC	онно	N				FROM E	ASION	l				FROM W	EST OF	4		
			11th Ave	nue NE					11th Ave	enue NE				NE	Ravenna	a Boulev	ard			NE	Ravenna	Boulev	ard		INTERVAL
																									TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	16	0	0	0	0	0	22	8	12	41	107	14	2	7	14	0	121	39	0	9	52	16	305	0	643



TURNING MOVEMENTS DIAGRAM

5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



PHF = Peak Hour Factor HV = Heavy Vehicles

11th Avenue NE @ NE Ravenna Boulevard

Seattle, WA

COUNTED BY: JH DATE OF COUNT: Tue. 2/3/15

REDUCED BY: CN TIME OF COUNT: 5:00 PM - 6:00 PM

REDUCTION DATE: Thu. 2/5/15 WEATHER: Overcast



LOCATION:	11th Avenue NE @ NE Ravenna Boulevard	DATE OF COUNT:	Tue. 2/3/15	COUNTED BY:	JH
	Seattle, WA	TIME OF COUNT:	5:00 PM - 6:00 PM	WEATHER:	Overcast

TIME			FROM NO	ORTH O	N				FROM SO	о нти	N				FROM E	AST ON	ı				FROM W	EST OF	١		
INTERVAL			11th Ave	enue NE					11th Ave	enue NE				NE	Ravenna	a Boulev	/ard			NE	Ravenna	Boulev	/ard		INTERVAL
ENDING																									TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					_									_						4					
05:15 PM	5	0	0	0	0	0	12	2	9	22	114	5	0	2	14	0	39	25	0	1	1	8	48	0	261
05:30 PM	6	0	0	0	0	0	13	2	24	35	125	12	5	0	8	0	55	18	0	0	3	7	67	0	319
05:45 PM	3	0	0	0	0	0	22	2	13	39	151	20	3	2	12	0	69	23	0	1	0	8	66	0	376
06:00 PM	9	0	0	0	0	0	12	2	10	38	111	8	5	0	6	0	66	15	0	1	4	8	64	0	310
PEAK HOUR TOTALS	23	0	0	0	0	0	59	8	56	134	501	45	13	4	40	0	229	81	0	3	8	31	245	0	INTERSECTION
ALL MOVEMENTS				0						680	•					310	•					276	•		1266
% HV				#N/A						1.2%						1.3%						1.1%			1.2%
PEAK HOUR FACTOR				#N/A						0.81						0.84						0.93			0.84

PHF = Peak Hour Factor 5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM

REDUCED BY: CN DATE OF REDUCTION: 2/5/2015

ROLLING HOUR COUNT

			FROM NO	ORTH O	N				FROM SC	OUTH OI	N				FROM E	AST ON					FROM W	EST ON	1		
			11th Ave	enue NE					11th Ave	nue NE				NE	Ravenna	a Boulev	ard			NE	Ravenna	Boulev	ard		INTERVAL TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	23	0	0	0	0	0	59	8	56	134	501	45	13	4	40	0	229	81	0	3	8	31	245	0	1266

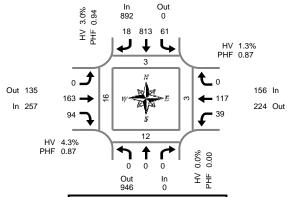
Peak Hour Summary All Traffic Data Mark Skaggs (206) 251-0300 Roosevelt Way NE & NE Ravenna Blvd 7:45 AM to 8:45 AM Tuesday, February 16, 2010 Roosevelt Way NE 892 0 18 813 61 Ľ ¥ Peds 3 NE Ravenna Blvd 0 135 156 117 39 16 0 257 224 **→** 163 94 4 NE Ravenna Blvd Peds 12 1 7 K 0 0 0 946 0 Approach **PHF** HV% Volume ΕВ 4.3% 257 0.87 WB 0.87 1.3% 156 NΒ 0.00 0.0% 0 SB 0.94 3.0% 892 0.95 3.1% 1,305 Intersection Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary



Roosevelt Way NE & NE Ravenna Blvd

Tuesday, February 16, 2010 7:00 AM to 9:00 AM



Peak Hour Summary 7:45 AM to 8:45 AM

15-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start		North Rooseve	bound	IE		South Roosevel	bound	_		Eastb NE Rave	ound	4		Westl NE Rave		4	Interval			strians swalk	
Time	L	T	R	HV	L	T	R	HV	L	T	R	HV	L	T	R	HV	Total	North	South	East	West
7:00 AM	0	0	0	0	7	69	0	4	0	16	14	0	1	10	0	0	117	0	0	0	0
7:15 AM	0	0	0	0	13	115	2	3	0	30	16	1	1	20	0	0	197	2	0	3	0
7:30 AM	0	0	0	0	18	159	0	7	0	30	30	0	7	31	0	0	275	0	0	1	1
7:45 AM	0	0	0	0	19	215	4	5	0	40	34	0	9	21	0	0	342	0	1	1	5
8:00 AM	0	0	0	0	15	218	2	9	0	42	19	2	14	28	0	0	338	0	1	0	3
8:15 AM	0	0	0	0	17	187	7	6	0	39	22	6	8	31	0	1	311	3	8	1	7
8:30 AM	0	0	0	0	10	193	5	7	0	42	19	3	8	37	0	1	314	0	2	1	1
8:45 AM	0	0	0	0	22	166	1	9	0	48	24	2	10	34	0	1	305	0	0	0	3
Total Survey	0	0	0	0	121	1,322	21	50	0	287	178	14	58	212	0	3	2,199	5	12	7	20

Peak Hour Summary

7:45 AM to 8:45 AM

By	F	North Rooseve	bound It Way N	E	F		bound It Way N	E			oound enna Blvo	d	1		bound enna Blvo	d	Total
Approach	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	
Volume	0	946	946	0	892	0	892	27	257	135	392	11	156	224	380	2	1,305
%HV		0.0	0%		3.0%					4.	3%			1.3	3%		3.1%
PHF		0.	00			0.	94			0.	87			0.	87		0.95

Crosswalk North South East West		Pedes	trians	
North South East West	ł	Cross	swalk	
	North	South	East	West
3 12 3 16	3	12	3	16

Bv			bound				bound				ound				oound		
Movement	R	loosevel	t Way N	ΙE	R	Roosevel	t Way N	ΙE	1	NE Rave	nna Blv	d	1	NE Rave	nna Blv	d	Total
Movement	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	ı
Volume	0	0	0	0	61	813	18	892	0	163	94	257	39	117	0	156	1,305
PHF	0.00	0.00	0.00	0.00	0.80	0.93	0.64	0.94	0.00	0.97	0.69	0.87	0.70	0.79	0.00	0.87	0.95

Rolling Hour Summary

7:00 AM to 9:00 AM

Interval Start	F	North Roosevel	bound t Way N	E	F	South		E		Eastb NE Rave		d	ı	Westb NE Rave		d	Interval		Pedes		
Time	L	Т	R	HV	L	Т	R	HV	L	Т	R	HV	L	Т	R	HV	Total	North	South	East	West
7:00 AM	0	0	0	0	57	558	6	19	0	116	94	1	18	82	0	0	931	2	1	5	6
7:15 AM	0	0	0	0	65	707	8	24	0	142	99	3	31	100	0	0	1,152	2	2	5	9
7:30 AM	0	0	0	0	69	779	13	27	0	151	105	8	38	111	0	1	1,266	3	10	3	16
7:45 AM	0	0	0	0	61	813	18	27	0	163	94	11	39	117	0	2	1,305	3	12	3	16
8:00 AM	0	0	0	0	64	764	15	31	0	171	84	13	40	130	0	3	1,268	3	11	2	14

Peak Hour Summary All Traffic Data Mark Skaggs (206) 251-0300 Roosevelt Way NE & NE Ravenna Blvd 12:00 PM to 1:00 PM Tuesday, February 16, 2010 Roosevelt Way NE 587 0 22 492 73 Ľ ¥ Peds 3 NE Ravenna Blvd 0 164 142 174 32 0 232 222 149 **→** 83 4 NE Ravenna Blvd Peds 2 1 7 K 0 607 0 Approach **PHF** HV% Volume ΕВ 3.4% 232 0.84 WB 174 0.87 3.4% NΒ 0.00 0.0% 0 SB 0.89 2.7% 587 3.0% 993 Intersection 0.91 Count Period: 11:00 AM to 1:00 PM

Total Vehicle Summary



Roosevelt Way NE & NE Ravenna Blvd

Tuesday, February 16, 2010 11:00 AM to 1:00 PM

를 표 Peak Hour Summary 12:00 PM to 1:00 PM

In 587

22 492 73 4 4 4

HV 2.7% PHF 0.89

149 🗪

83 **→**

HV 3.4% PHF 0.84

Out 164

In 232

15-Minute Interval Summary

11:00 AM to 1:00 PM

Interval Start	F	North Roosevel	bound t Way N	E	F		bound t Way N	E			oound enna Blvo	d		Westl NE Rave	oound nna Blv	d	Interval
Time	L	Т	R	HV	L	Т	R	HV	L	Т	R	HV	L	Т	R	HV	Total
11:00 AM	0	0	0	0	18	96	6	9	0	27	14	3	13	35	0	0	209
11:15 AM	0	0	0	0	13	123	2	5	0	31	18	1	17	35	0	3	239
11:30 AM	0	0	0	0	13	92	3	3	0	30	13	1	13	34	0	1	198
11:45 AM	0	0	0	0	18	105	5	5	0	29	22	4	9	33	0	1	221
12:00 PM	0	0	0	0	10	110	6	3	0	32	25	1	8	26	0	0	217
12:15 PM	0	0	0	0	22	132	5	6	0	37	11	2	7	38	0	1	252
12:30 PM	0	0	0	0	17	114	7	4	0	41	28	4	9	36	0	3	252
12:45 PM	0	0	0	0	24	136	4	3	0	39	19	1	8	42	0	2	272
Total Survey	0	0	0	0	135	908	38	38	0	266	150	17	84	279	0	11	1,860

			s trians swalk	
	North	South	East	West
1	1	2	1	1
	2	2	0	3
	2	3	3	3
1	4	1	2	3
	2	0	4	0
	0	2	2	2
	1	0	1	1
1	0	0	1	4
	12	10	14	17

HV 3.4% PHF 0.87

0.0%

174 In

222 Out

Peak Hour Summary

12:00 PM to 1:00 PM

Ву	F	North Roosevel	bound t Way N	E	F		bound t Way N	E			oound enna Blvo	d	1		bound enna Blvo	d	Total
Approach	ln	Out	Total	HV	In	Out	Total	HV	ln	Out	Total	HV	In	Out	Total	HV	
Volume	0	607	607	0	587	0	587	16	232	164	396	8	174	222	396	6	993
%HV		0.0	0%			2.	7%			3.4	4%			3.4	4%		3.0%
PHF		0.	00			0.	89			0.	84			0.	87		0.91

	Pedes	trians	
	Cross	swalk	
North	South	East	West
3	2	8	7

Bv		North	bound			South	bound			Eastb	ound			Westl	oound		
Movement	R	loosevel	t Way N	ΙE	R	Roosevel	t Way N	ΙE		NE Rave	nna Blv	d	1	NE Rave	nna Blv	d	Total
Movement	L	Т	R	Total	L	Т	R	Total	L	Т	R	Total	L	Т	R	Total	I
Volume	0	0	0	0	73	492	22	587	0	149	83	232	32	142	0	174	993
PHF	0.00	0.00	0.00	0.00	0.76	0.90	0.79	0.89	0.00	0.91	0.74	0.84	0.89	0.85	0.00	0.87	0.91

Rolling Hour Summary 11:00 AM to 1:00 PM

Interval		North	bound			South	bound			Eastb	ound			Westk	ound				Pedes	trians	
Start	F	Rooseve	It Way N	E	F	Roosevel	t Way N	E		NE Rave	nna Blv	d	1	NE Rave	nna Blv	d	Interval		Cross	swalk	
Time	L	Т	R	HV	L	Т	R	HV	L	Т	R	HV	L	Т	R	HV	Total	North	South	East	West
11:00 AM	0	0	0	0	62	416	16	22	0	117	67	9	52	137	0	5	867	9	8	6	10
11:15 AM	0	0	0	0	54	430	16	16	0	122	78	7	47	128	0	5	875	10	6	9	9
11:30 AM	0	0	0	0	63	439	19	17	0	128	71	8	37	131	0	3	888	8	6	11	8
11:45 AM	0	0	0	0	67	461	23	18	0	139	86	11	33	133	0	5	942	7	3	9	6
12:00 PM	0	0	0	0	73	492	22	16	0	149	83	8	32	142	0	6	993	3	2	8	7

Peak Hour Summary All Traffic Data Mark Skaggs (206) 251-0300 Roosevelt Way NE & NE Ravenna Blvd 4:45 PM to 5:45 PM Tuesday, February 16, 2010 Roosevelt Way NE 714 0 22 617 75 Ľ ¥ Peds 10 NE Ravenna Blvd 0 369 401 347 54 5 15 0 316 290 215 **→** 101 4 NE Ravenna Blvd Peds 23 1 7 1 0 0 0 772 0 Approach **PHF** HV% Volume ΕВ 1.3% 316 0.90 WB 0.5% 401 0.92 NΒ 0.00 0.0% 0 SB 0.95 1.3% 714 1.0% 1,431 Intersection 0.97 Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary



Roosevelt Way NE & NE Ravenna Blvd

Tuesday, February 16, 2010 4:00 PM to 6:00 PM

Peak Hour Summary 4:45 PM to 5:45 PM

15-Minute Interval Summary 4:00 PM to 6:00 PM

Interval Start	F	North Rooseve	bound It Way N	E	F	South Roosevel		IE			oound enna Blv	d	1		bound enna Blv	d	Interval
Time	L	Т	R	HV	L	Т	R	HV	L	Т	R	HV	L	Т	R	HV	Total
4:00 PM	0	0	0	0	13	141	0	10	0	66	19	1	11	71	0	3	321
4:15 PM	0	0	0	0	20	128	6	3	0	47	22	1	14	67	0	0	304
4:30 PM	0	0	0	0	26	139	4	2	0	38	21	0	14	74	0	1	316
4:45 PM	0	0	0	0	23	158	6	4	0	57	27	2	12	78	0	1	361
5:00 PM	0	0	0	0	22	138	5	2	0	38	31	1	17	92	0	0	343
5:15 PM	0	0	0	0	15	163	4	3	0	57	18	1	12	88	0	1	357
5:30 PM	0	0	0	0	15	158	7	0	0	63	25	0	13	89	0	0	370
5:45 PM	0	0	0	0	24	128	5	3	0	54	15	0	10	85	0	1	321
otal Survey	0	0	0	0	158	1,153	37	27	0	420	178	6	103	644	0	7	2,693

	Pedes	strians	
	Cros	swalk	
North	South	East	West
0	2	2	2
1	5	4	0
2	7	8	1
2	3	9	3
3	8	0	9
5	10	4	1
0	2	2	2
9	6	2	3
22	43	31	21

HV 0.5% PHF 0.92

0.0% 를 별 401 In

290 Out

In 714

Out 369 In 316

101

HV 1.3% PHF 0.90

22 617 75 4 + 4

Peak Hour Summary 4:45 PM to 5:45 PM

By Approach	F	North Roosevel	bound t Way N	E	F		bound It Way N	E			ound enna Blvo	d	ı		bound enna Blvo	d	Total
Apploacii	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	
Volume	0	772	772	0	714	0	714	9	316	369	685	4	401	290	691	2	1,431
%HV		0.0	0%			1.3	3%			1.3	3%			0.5	5%		1.0%
PHF		0.	00			0.	95			0.	90			0.	92		0.97

	Pedes	trians	
	Cros	swalk	
North	South	East	West
10	23	15	15

Bv		North	bound			South	bound			Eastb	ound			West	oound		
Movement	R	Roosevel	t Way N	ΙE	R	Roosevel	t Way N	E	1	NE Rave	nna Blv	d	1	NE Rave	nna Blv	d	Total
Movement	L	Т	R	Total	L	Т	R	Total	L	Т	R	Total	L	Т	R	Total	
Volume	0	0	0	0	75	617	22	714	0	215	101	316	54	347	0	401	1,431
PHF	0.00	0.00	0.00	0.00	0.82	0.95	0.79	0.95	0.00	0.85	0.81	0.90	0.79	0.94	0.00	0.92	0.97

Rolling Hour Summary 4:00 PM to 6:00 PM

Interval Start	F	North Roosevel	bound	IF	F	South		F		Eastb NE Rave	ound	4	,	Westb NE Rave		Ч	Interval		Pedes Cross		
Time	L	T	R	HV	L	T	R	HV	L	T	R	HV	L	T	R	HV	Total	North	South	East	West
4:00 PM	0	0	0	0	82	566	16	19	0	208	89	4	51	290	0	5	1,302	5	17	23	6
4:15 PM	0	0	0	0	91	563	21	11	0	180	101	4	57	311	0	2	1,324	8	23	21	13
4:30 PM	0	0	0	0	86	598	19	11	0	190	97	4	55	332	0	3	1,377	12	28	21	14
4:45 PM	0	0	0	0	75	617	22	9	0	215	101	4	54	347	0	2	1,431	10	23	15	15
5:00 PM	0	0	0	0	76	587	21	8	0	212	89	2	52	354	0	2	1,391	17	26	8	15

Peak Hour Summary All Traffic Data Mark Skaggs (206) 251-0300 Roosevelt Way NE & NE 64th St 7:45 AM to 8:45 AM Tuesday, February 16, 2010 Roosevelt Way NE 956 0 855 92 Ľ ¥ Peds 8 NE 64th St 0 30 21 42 21 5 0 43 115 23 **→** 20 4 NE 64th St Peds 5 7 K 0 896 0 Approach **PHF** HV% Volume ΕB 2.3% 43 0.77 WB 2.4% 42 0.75 NΒ 0.00 0.0% 0 SB 0.95 2.9% 956 0.94 2.9% 1,041 Intersection Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary



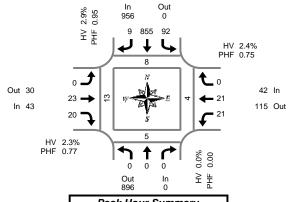
Mark Skaggs (206) 251-0300

Roosevelt Way NE & NE 64th St

Tuesday, February 16, 2010 7:00 AM to 9:00 AM

15-Minute Interval Summary

7:00 AM to 9:00 AM



Peak Hour Summary 7:45 AM to 8:45 AM

Interval Start	F	North Roosevel	bound It Way N	E	F	South!		E			ound 4th St				oound 4th St		Interval			strians swalk	
Time	L	Т	R	HV	L	Т	R	HV	L	Т	R	HV	L	Т	R	HV	Total	North	South	East	West
7:00 AM	0	0	0	0	10	68	0	4	0	3	1	0	0	3	0	1	85	0	0	1	2
7:15 AM	0	0	0	0	16	128	0	5	0	7	0	0	5	4	0	0	160	0	0	2	0
7:30 AM	0	0	0	0	12	158	2	11	0	3	4	0	4	3	0	0	186	3	1	2	4
7:45 AM	0	0	0	0	12	224	3	5	0	6	6	0	1	4	0	0	256	0	0	1	1
8:00 AM	0	0	0	0	26	222	4	10	0	5	9	1	6	6	0	0	278	6	1	2	6
8:15 AM	0	0	0	0	26	207	1	6	0	7	1	0	8	3	0	1	253	1	2	0	3
8:30 AM	0	0	0	0	28	202	1	7	0	5	4	0	6	8	0	0	254	1	2	1	3
8:45 AM	0	0	0	0	26	189	6	9	0	6	6	0	5	9	0	0	247	2	5	0	0
Total Survey	0	0	0	0	156	1,398	17	57	0	42	31	1	35	40	0	2	1,719	13	11	9	19

Peak Hour Summary

7:45 AM to 8:45 AM

By Approach	F	North Roosevel	bound t Way N	E.	F		bound It Way N	E			oound 4th St				bound 4th St		Total
Apploach	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	
Volume	0	896	896	0	956	0	956	28	43	30	73	1	42	115	157	1	1,041
%HV		0.0	0%		2.9%					2.3	3%			2.	4%		2.9%
PHF		0.	00			0.	95			0.	77			0.	75		0.94

	Pedes	trians												
Crosswalk														
North														
8	5	4	13											

Bv			bound				bound				ound				oound		
Movement	R	Roosevel	t Way N	ΙE	R	loosevel	t Way N	E		NE 6	4th St			NE 6	4th St		Total
Movement	L	Т	R	Total	L	Т	R	Total	L	Т	R	Total	L	Т	R	Total	
Volume	0	0	0	0	92	855	9	956	0	23	20	43	21	21	0	42	1,041
PHF	0.00	0.00	0.00	0.00	0.82	0.95	0.56	0.95	0.00	0.82	0.56	0.77	0.66	0.66	0.00	0.75	0.94

Rolling Hour Summary

7:00 AM to 9:00 AM

Interval Start	F	North Roosevel	bound t Way N	E	R	South Roosevel		E			ound 4th St				bound 4th St		Interval			strians swalk	
Time	L	T	R	HV	L	T	R	HV	L	Т	R	HV	L	T	R	HV	Total	North	South	East	West
7:00 AM	0	0	0	0	50	578	5	25	0	19	11	0	10	14	0	1	687	3	1	6	7
7:15 AM	0	0	0	0	66	732	9	31	0	21	19	1	16	17	0	0	880	9	2	7	11
7:30 AM	0	0	0	0	76	811	10	32	0	21	20	1	19	16	0	1	973	10	4	5	14
7:45 AM	0	0	0	0	92	855	9	28	0	23	20	1	21	21	0	1	1,041	8	5	4	13
8:00 AM	0	0	0	0	106	820	12	32	0	23	20	1	25	26	0	1	1,032	10	10	3	12

Peak Hour Summary All Traffic Data Mark Skaggs (206) 251-0300 Roosevelt Way NE & NE 64th St 12:00 PM to 1:00 PM Tuesday, February 16, 2010 Roosevelt Way NE 716 16 515 185 Ľ ¥ Peds 55 NE 64th St 1 70 131 54 76 39 33 0 60 231 46 **→** 14 4 NE 64th St Peds 18 1 7 K 0 605 0 Approach **PHF** HV% Volume ΕВ 3.3% 0.75 60 WB 1.5% 131 0.94 NΒ 0.00 0.0% 0 SB 0.90 2.7% 716 0.90 2.5% 907 Intersection Count Period: 11:00 AM to 1:00 PM

Total Vehicle Summary



Roosevelt Way NE & NE 64th St

Tuesday, February 16, 2010 11:00 AM to 1:00 PM

Peak Hour Summary 12:00 PM to 1:00 PM

In 716

HV 2.7% PHF 0.90

46 🗪

14 🔾

HV 3.3% PHF 0.75

Out 70

In 60

Out 1

0

16 515 185 ♪ ↑ ♪

55

15-Minute Interval Summary

11:00 AM to 1:00 PM

Interval Start	F	North Roosevel	bound t Way N	E	F	South Roosevel	bound t Way N	E			oound 4th St				bound 4th St		Interval	Ì
Time	L	Т	R	HV	L	Т	R	HV	L	Т	R	HV	L	Т	R	HV	Total	
11:00 AM	0	0	0	0	42	111	2	9	0	9	7	1	9	4	0	1	184	1
11:15 AM	0	0	0	0	44	138	7	9	0	7	3	0	11	13	0	1	223	1
11:30 AM	0	0	0	0	49	100	8	5	0	6	4	0	8	13	0	0	188	1
11:45 AM	0	0	0	0	56	112	4	5	0	8	8	0	20	13	0	0	221	1
12:00 PM	0	0	0	0	48	105	5	5	0	15	3	1	21	10	0	1	207]
12:15 PM	0	0	0	0	40	140	2	5	0	4	5	1	21	11	1	0	224	
12:30 PM	0	0	0	0	54	118	5	7	0	10	3	0	19	16	0	0	225]
12:45 PM	0	0	0	0	43	152	4	2	0	17	3	0	15	17	0	1	251	
Total Survey	0	0	0	0	376	976	37	47	0	76	36	3	124	97	1	4	1,723	Ī

	Pedes	trians	
	Cros	swalk	
North	South	East	West
16	1	6	5
10	0	4	9
9	2	6	8
9	2	9	2
8	1	6	10
13	6	8	5
21	8	13	11
13	3	12	13
99	23	64	63

HV 1.5% PHF 0.94

0.0%

를 별

131 In

231 Out

Peak Hour Summary 12:00 PM to 1:00 PM

By	F	North Roosevel	bound It Way N	E.	F		bound It Way N	E			oound 4th St				bound 4th St		Total
Approach	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	
Volume	0	605	605	0	716	1	717	19	60	70	130	2	131	231	362	2	907
%HV		0.0	0%		2.7%					3.3	3%			1.	5%		2.5%
PHF		0.	00			2.7% 0.90				0.	75			0.	94		0.90

	Pedes	trians												
Crosswalk														
North														
55	18	39	39											

Ву		North Roosevel		ıc		South loosevel	bound	_		Eastb NE 64	ound			Westl NE 6			Total
Movement	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	Total
Volume	0	0	0	0	185	515	16	716	0	46	14	60	76	54	1	131	907
PHF	0.00	0.00	0.00	0.00	0.86	0.85	0.80	0.90	0.00	0.68	0.70	0.75	0.90	0.79	0.25	0.94	0.90

Rolling Hour Summary 11:00 AM to 1:00 PM

Interval Start	F	North Roosevel	bound t Way N	E	F	South	bound t Way N	IE		Eastk NE 6	ound 4th St				oound 4th St		Interval		Pedes	trians swalk	
Time	L	Т	Ŕ	HV	L	Т	Ŕ	HV	L	Т	R	HV	L	Т	R	HV	Total	North	South	East	West
11:00 AM	0	0	0	0	191	461	21	28	0	30	22	1	48	43	0	2	816	44	5	25	24
11:15 AM	0	0	0	0	197	455	24	24	0	36	18	1	60	49	0	2	839	36	5	25	29
11:30 AM	0	0	0	0	193	457	19	20	0	33	20	2	70	47	1	1	840	39	11	29	25
11:45 AM	0	0	0	0	198	475	16	22	0	37	19	2	81	50	1	1	877	51	17	36	28
12:00 PM	0	0	0	0	185	515	16	19	0	46	14	2	76	54	1	2	907	55	18	39	39

Peak Hour Summary All Traffic Data Mark Skaggs (206) 251-0300 Roosevelt Way NE & NE 64th St 4:45 PM to 5:45 PM Tuesday, February 16, 2010 Roosevelt Way NE 849 0 644 188 Ľ ¥ Peds 55 NE 64th St 0 81 64 127 63 45 5 0 66 236 48 **→** 18 4 NE 64th St Peds 34 1 7 0 725 0 Approach **PHF** HV% Volume ΕВ 1.5% 0.57 66 WB 0.0% 127 0.81 NΒ 0.00 0.0% 0 SB 0.86 1.3% 849 0.93 1.2% 1,042 Intersection Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary

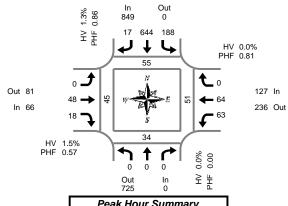


Mark Skaggs (206) 251-0300

Roosevelt Way NE & NE 64th St

Tuesday, February 16, 2010 4:00 PM to 6:00 PM

15-Minute Interval Summary 4:00 PM to 6:00 PM



Peak Hour Summary 4:45 PM to 5:45 PM

Interval		North	bound			Southbound Roosevelt Way NE				Eastb	ound			Westl	oound				Pedes	trians	
Start	F	Rooseve	t Way N	E	F	Roosevel	t Way N	E		NE 6	4th St			NE 6	4th St		Interval		Cross	swalk	
Time	L	T	R	HV	L	Т	R	HV	┙	Т	R	HV	┙	T	R	HV	Total	North	South	East	West
4:00 PM	0	0	0	0	36	143	8	8	0	14	3	1	16	11	0	0	231	10	1	6	5
4:15 PM	0	0	0	0	61	146	3	2	0	8	5	0	13	11	0	0	247	21	2	10	15
4:30 PM	0	0	0	0	49	151	4	5	0	10	4	0	18	9	0	1	245	21	9	13	13
4:45 PM	0	0	0	0	45	164	3	4	0	9	3	0	21	17	0	0	262	11	9	11	7
5:00 PM	0	0	0	0	40	140	4	3	0	21	8	0	10	16	0	0	239	13	6	10	11
5:15 PM	0	0	0	0	61	177	8	3	0	9	2	1	11	13	0	0	281	12	8	13	12
5:30 PM	0	0	0	0	42	163	2	1	0	9	5	0	21	18	0	0	260	19	11	17	15
5:45 PM	0	0	0	0	54	147	7	4	0	13	4	0	16	16	0	1	257	20	8	13	9
Total Survey	0	0	0	0	388	1,231	39	30	0	93	34	2	126	111	0	2	2,022	127	54	93	87

Peak Hour Summary 4:45 PM to 5:45 PM

By Approach	F	North Rooseve	bound It Way N	E	R		bound t Way N	E.			oound 4th St				oound 4th St		Total
Apploach	In	Out Total HV			In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	
Volume	0	725	725	0	849	0	849	11	66	81	147	1	127	236	363	0	1,042
%HV	0.0%					1.3	3%			1.4	5%			0.0	0%		1.2%
PHF		0.00				0.	86			0.	57			0.	81		0.93

	Pedes	trians													
	Crosswalk														
North	South	East	West												
55	34	51	45												

Ву	B	North Roosevel	bound	IF	Б	South Roosevel	bound	ıF			oound 4th St				oound 4th St		Total
Movement	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	Total
Volume	0	0	0	0	188	644	17	849	0	48	18	66	63	64	0	127	1,042
PHF	0.00	0.00	0.00	0.00	0.77	0.91	0.53	0.86	0.00	0.57	0.56	0.57	0.75	0.89	0.00	0.81	0.93

Rolling Hour Summary 4:00 PM to 6:00 PM

Interval Start	F	North Roosevel	bound t Way N	E	F	South		E			ound 4th St			Westl NE 64	oound 4th St		Interval		Pedes	strians swalk	
Time	L	Т	R	HV	L	Т	R	HV	L	Т	R	HV	L	Т	R	HV	Total	North	South	East	West
4:00 PM	0	0	0	0	191	604	18	19	0	41	15	1	68	48	0	1	985	63	21	40	40
4:15 PM	0	0	0	0	195	601	14	14	0	48	20	0	62	53	0	1	993	66	26	44	46
4:30 PM	0	0	0	0	195	632	19	15	0	49	17	1	60	55	0	1	1,027	57	32	47	43
4:45 PM	0	0	0	0	188	644	17	11	0	48	18	1	63	64	0	0	1,042	55	34	51	45
5:00 PM	0	0	0	0	197	627	21	11	0	52	19	1	58	63	0	1	1,037	64	33	53	47

Dept of Transportation

Counted by: JH Counter No: 1690 Weather: CLEAR

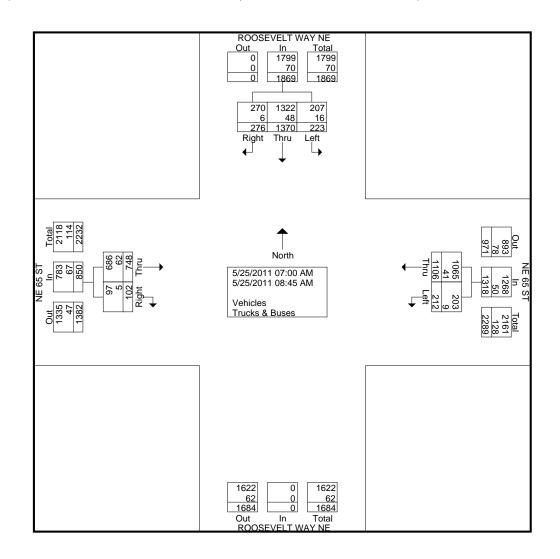
Comments:

File Name : NE_074a11 Site Code : 00052501 Start Date : 5/25/2011

Page No : 1

Groups Printed- Vehicles - Trucks & Buses

			JIOups	I I IIIICu-	CITTOTOS	II ucii	b ee Bubeb				-
	RO	OSEVEI	LT WA	Y NE	I	NE 65 S	T	ľ	NE 65 S	T	
		From 2	North		F	rom Ea	st	\mathbf{F}_{1}	rom We	est	
Start Time	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Thru	App. Total	Int. Total
07:00 AM	20	82	20	122	79	12	91	6	55	61	274
07:15 AM	24	130	22	176	137	24	161	10	99	109	446
07:30 AM	31	180	27	238	154	30	184	9	96	105	527
07:45 AM	58	198	31	287	177	44	221	22	127	149	657
Total	133	590	100	823	547	110	657	47	377	424	1904
08:00 AM	31	164	19	214	145	20	165	11	94	105	484
08:15 AM	35	193	31	259	147	23	170	14	87	101	530
08:30 AM	38	216	38	292	140	26	166	13	86	99	557
08:45 AM	39	207	35	281	127	33	160	17	104	121	562
Total	143	780	123	1046	559	102	661	55	371	426	2133
Grand Total	276	1370	223	1869	1106	212	1318	102	748	850	4037
Apprch %	14.8	73.3	11.9		83.9	16.1		12	88		
Total %	6.8	33.9	5.5	46.3	27.4	5.3	32.6	2.5	18.5	21.1	
Vehicles	270	1322	207	1799	1065	203	1268	97	686	783	3850
% Vehicles	97.8	96.5	92.8	96.3	96.3	95.8	96.2	95.1	91.7	92.1	95.4
Trucks & Buses	6	48	16	70	41	9	50	5	62	67	187
% Trucks & Buses	2.2	3.5	7.2	3.7	3.7	4.2	3.8	4.9	8.3	7.9	4.6



Dept of Transportation

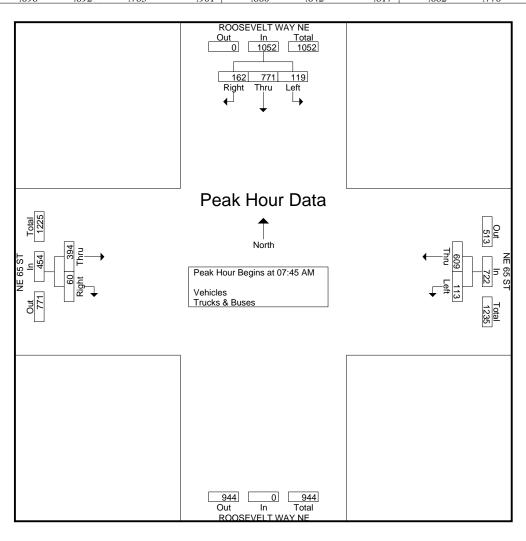
Counted by: JH Counter No: 1690 Weather: CLEAR

Comments:

File Name : NE_074a11 Site Code : 00052501 Start Date : 5/25/2011

Page No : 2

	RO	OSEVE	LT WA	Y NE]	NE 65 S	T]	NE 65 S	\mathbf{T}	
		From	North		F	From Ea	st	F	rom W	est	
Start Time	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analy	sis From	07:00 A	M to 08	3:45 AM - 1	Peak 1 of	1					
Peak Hour for Entire Inte	ersection Beg	gins at 07:45	AM								
07:45 AM	58	198	31	287	177	44	221	22	127	149	657
08:00 AM	31	164	19	214	145	20	165	11	94	105	484
08:15 AM	35	193	31	259	147	23	170	14	87	101	530
08:30 AM	38	216	38	292	140	26	166	13	86	99	557
Total Volume	162	771	119	1052	609	113	722	60	394	454	2228
% App. Total	15.4	73.3	11.3		84.3	15.7		13.2	86.8		
PHF	.698	.892	.783	.901	.860	.642	.817	.682	.776	.762	.848



Dept of Transportation

Counted by: JH Counter No: 1690 Weather: CLEAR

Comments:

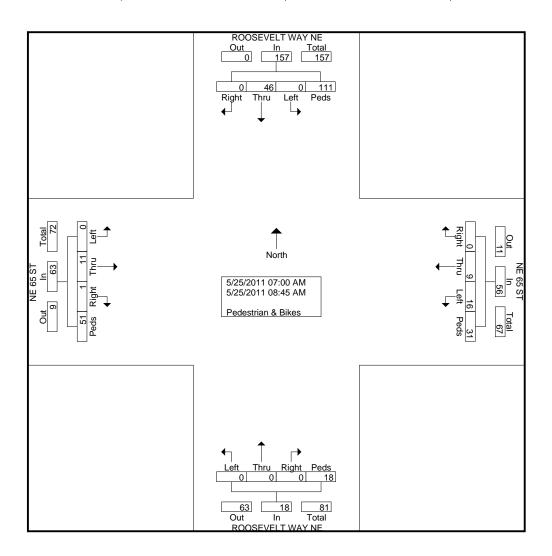
File Name: NE_074a11 Site Code: 00052501

Start Date : 5/25/2011

Page No : 1

Groups Printed- Pedestrian & Bikes

	RC		EVE NE m N		VAY			E 65 om E			RO		EVEI NE m So		VAY			E 65 om V			
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	1	0	9	10	0	1	1	2	4	0	0	0	1	1	0	0	0	6	6	21
07:15 AM	0	8	0	11	19	0	0	1	3	4	0	0	0	0	0	0	2	0	4	6	29
07:30 AM	0	2	0	18	20	0	0	2	3	5	0	0	0	0	0	0	3	0	14	17	42
07:45 AM	0	13	0	21	34	0	0	5	3	. 8	0	0	0	4	4	0	1	0	7	8	54
Total	0	24	0	59	83	0	1	9	11	21	0	0	0	5	5	0	6	0	31	37	146
08:00 AM	0	6	0	17	23	0	4	2	5	11	0	0	0	1	1	0	0	0	6	6	41
08:15 AM	0	4	0	12	16	0	1	2	5	8	0	0	0	2	2	0	1	0	2	3	29
08:30 AM	0	6	0	14	20	0	3	3	6	12	0	0	0	3	3	1	0	0	2	3	38
08:45 AM	0	6	0	9	15	0	0	0	4	4	0	0	0	7	7	0	4	0	10	14	40
Total	0	22	0	52	74	0	8	7	20	35	0	0	0	13	13	1	5	0	20	26	148
Grand Total	0	46	0	111	157	0	9	16	31	56	0	0	0	18	18	1	11	0	51	63	294
Apprch %	0	29.3	0	70.7		0	16.1	28.6	55.4		0	0	0	100		1.6	17.5	0	81		
Total %	0	15.6	0	37.8	53.4	0	3.1	5.4	10.5	19	0	0	0	6.1	6.1	0.3	3.7	0	17.3	21.4	



Dept of Transportation

Counted by: JH Counter No: 1690 Weather: CLEAR

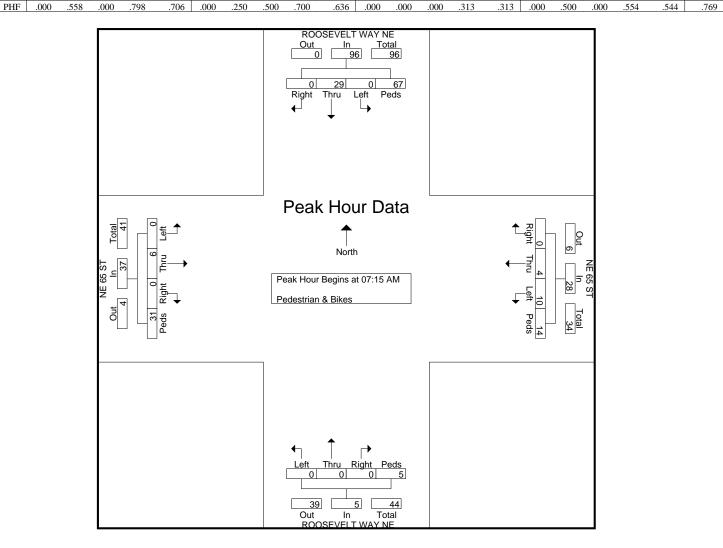
Comments:

File Name: NE_074a11 Site Code: 00052501

Start Date : 5/25/2011

Page No : 2

	RO		EVEI NE m No		VAY			E 65 om E			RO		EVEI NE m So		VAY			E 65 om W			
Start		1	T - C4					T - C				_	T - C				_	T . C.			
Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hou	r Ana	lysis	Fro	m 07	:00 Al	M to	08:45	5 AM	- Pe	ak 1 o	f 1										
Peak Hour for	Entire	Interse	ction B	egins a	t 07:15 A	λM															
07:15 AM	0	8	0	11	19	0	0	1	3	4	0	0	0	0	0	0	2	0	4	6	29
07:30 AM	0	2	0	18	20	0	0	2	3	5	0	0	0	0	0	0	3	0	14	17	42
07:45 AM	0	13	0	21	34	0	0	5	3	8	0	0	0	4	4	0	1	0	7	8	54
08:00 AM	0	6	0	17	23	0	4	2	5	11	0	0	0	1	1	0	0	0	6	6	41
Total Volume	0	29	0	67	96	0	4	10	14	28	0	0	0	5	5	0	6	0	31	37	166
% App. Total	0	30.2	0	69.8		0	14.3	35.7	50		0	0	0	100		0	16.2	0	83.8		



Dept of Transportation

Counted by: BR Counter No: 1023 Weather: SUNNY

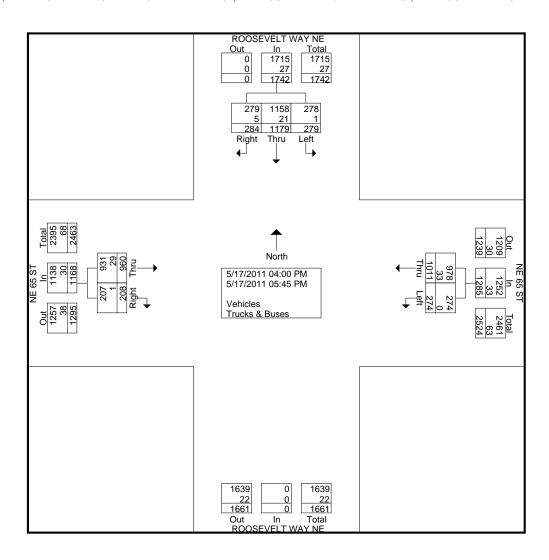
Comments:

File Name: NE_074p11 Site Code: 00051703 Start Date: 5/17/2011

Page No : 1

Groups Printed- Vehicles - Trucks & Buses

			2 2 0 6- p 2	Timea	CHILCIES						
	RO	OSEVEI	LT WA	Y NE]	NE 65 S	T	ľ	NE 65 S	T	
		From	North		F	rom Ea	st	F	rom Wo	est	
Start Time	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Thru	App. Total	Int. Total
04:00 PM	35	125	37	197	119	39	158	20	122	142	497
04:15 PM	43	119	23	185	137	29	166	16	96	112	463
04:30 PM	30	153	37	220	129	30	159	17	135	152	531
04:45 PM	36	124	39	199	133	38	171	21	113	134	504
Total	144	521	136	801	518	136	654	74	466	540	1995
05:00 PM	25	163	26	214	126	39	165	33	124	157	536
05:15 PM	38	174	36	248	120	25	145	39	124	163	556
05:30 PM	40	140	50	230	122	37	159	33	128	161	550
05:45 PM	37	181	31	249	125	37	162	29	118	147	558
Total	140	658	143	941	493	138	631	134	494	628	2200
Grand Total	284	1179	279	1742	1011	274	1285	208	960	1168	4195
Apprch %	16.3	67.7	16		78.7	21.3		17.8	82.2		
Total %	6.8	28.1	6.7	41.5	24.1	6.5	30.6	5	22.9	27.8	
Vehicles	279	1158	278	1715	978	274	1252	207	931	1138	4105
% Vehicles	98.2	98.2	99.6	98.5	96.7	100	97.4	99.5	97	97.4	97.9
Trucks & Buses	5	21	1	27	33	0	33	1	29	30	90
% Trucks & Buses	1.8	1.8	0.4	1.5	3.3	0	2.6	0.5	3	2.6	2.1



Dept of Transportation

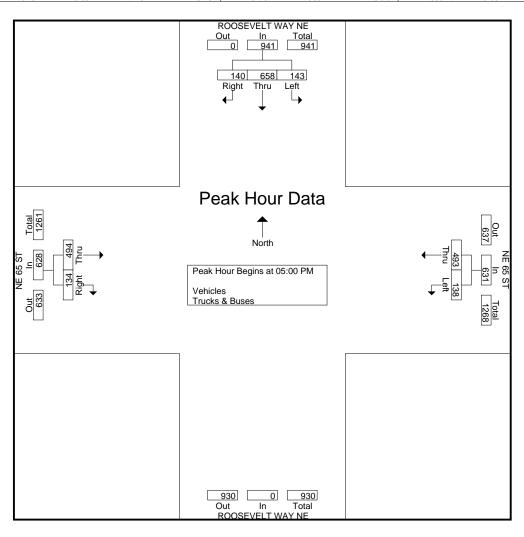
Counted by: BR Counter No: 1023 Weather: SUNNY

Comments:

File Name : NE_074p11 Site Code : 00051703 Start Date : 5/17/2011

Page No : 2

	RO	OSEVEI From		Y NE		NE 65 S rom Ea			NE 65 S rom Wo		
Start Time	Right	Thru		App. Total	Thru	Left		Right	Thru		Int. Total
Peak Hour Analy	sis From	04:00 Pl	M to 05:	45 PM - Po	eak 1 of 1	1		_			
Peak Hour for Entire Inte											
05:00 PM	25	163	26	214	126	39	165	33	124	157	536
05:15 PM	38	174	36	248	120	25	145	39	124	163	556
05:30 PM	40	140	50	230	122	37	159	33	128	161	550
05:45 PM	37	181	31	249	125	37	162	29	118	147	558
Total Volume	140	658	143	941	493	138	631	134	494	628	2200
% App. Total	14.9	69.9	15.2		78.1	21.9		21.3	78.7		
PHF	.875	.909	.715	.945	.978	.885	.956	.859	.965	.963	.986



Dept of Transportation

Counted by: BR Counter No: 1023 Weather: SUNNY

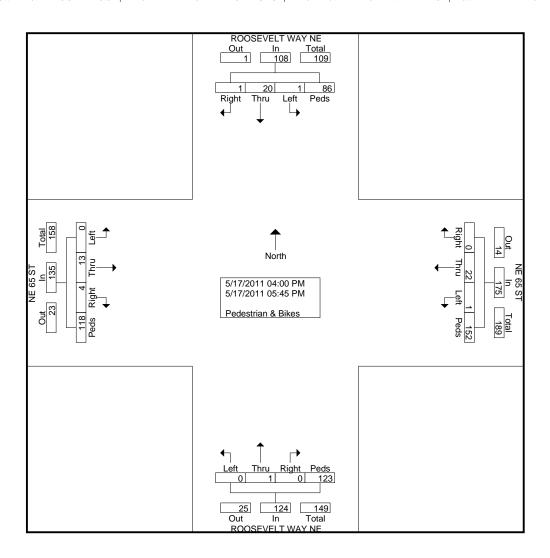
Comments:

File Name: NE_074p11 Site Code: 00051703

Start Date : 5/17/2011 Page No : 1

Groups Printed- Pedestrian & Bikes

	RO)OSI Fro	NE		VAY	NE 65 ST From East					ROOSEVELT WAY NE From South						NE 65 ST From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total	
04:00 PM	0	0	0	11	11	0	3	0	9	12	0	1	0	4	5	0	1	0	15	16	44	
04:15 PM	0	0	0	5	5	0	3	0	22	25	0	0	0	17	17	0	0	0	16	16	63	
04:30 PM	0	2	0	8	10	0	1	1	21	23	0	0	0	10	10	0	1	0	12	13	56	
04:45 PM	0	1	0	9	10	0	1	0	12	13	0	0	0	11	11	1	1	. 0	11	13	47	
Total	0	3	0	33	36	0	8	1	64	73	0	1	0	42	43	1	3	0	54	58	210	
05:00 PM	1	3	0	12	16	0	1	0	18	19	0	0	0	15	15	0	1	0	17	18	68	
05:15 PM	0	6	1	5	12	0	2	0	27	29	0	0	0	19	19	1	2	0	17	20	80	
05:30 PM	0	4	0	23	27	0	9	0	18	27	0	0	0	24	24	1	5	0	16	22	100	
05:45 PM	0	4	0	13	17	0	2	0	25	27	0	0	0	23	23	1	2	0	14	17	84_	
Total	1	17	1	53	72	0	14	0	88	102	0	0	0	81	81	3	10	0	64	77	332	
Grand Total	1	20	1	86	108	0	22	1	152	175	0	1	0	123	124	4	13	0	118	135	542	
Apprch %	0.9	18.5	0.9	79.6		0	12.6	0.6	86.9		0	0.8	0	99.2		3	9.6	0	87.4			
Total %	0.2	3.7	0.2	15.9	19.9	0	4.1	0.2	28	32.3	0	0.2	0	22.7	22.9	0.7	2.4	0	21.8	24.9		



Dept of Transportation

Counted by: BR Counter No: 1023 Weather: SUNNY

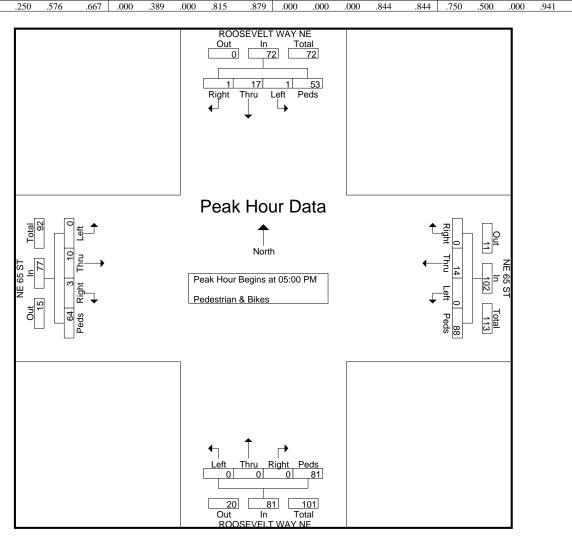
Comments:

File Name : NE_074p11 Site Code : 00051703

Start Date : 5/17/2011

Page No : 2

	RC		EVEI NE om No		VAY	NE 65 ST From East						ROOSEVELT WAY NE From South						NE 65 ST From West					
Start			T C					T C					T C					T C					
Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total		
Peak Hou	r Ana	alysis	Fro	m 04	:00 PN	of to)5:45	PM	- Pea	ak 1 of	1												
Peak Hour for	Entire	Interse	ction B	egins a	t 05:00 F	PM																	
05:00 PM	1	3	0	12	16	0	1	0	18	19	0	0	0	15	15	0	1	0	17	18	68		
05:15 PM	0	6	1	5	12	0	2	0	27	29	0	0	0	19	19	1	2	0	17	20	80		
05:30 PM	0	4	0	23	27	0	9	0	18	27	0	0	0	24	24	1	5	0	16	22	100		
05:45 PM	0	4	0	13	17	0	2	0	25	27	0	0	0	23	23	1	2	0	14	17	84		
Total Volume	1	17	1	53	72	0	14	0	88	102	0	0	0	81	81	3	10	0	64	77	332		
% App. Total	1.4	23.6	1.4	73.6		0	13.7	0	86.3		0	0	0	100		3.9	13	0	83.1				
DUE	250	709	250	576	667	000	290	000	915	970	000	000	000	911	911	750	500	000	0.41	975	920		



Dept of Transportation

Counted by: JH Counter No: 1690 Weather: CLEAR

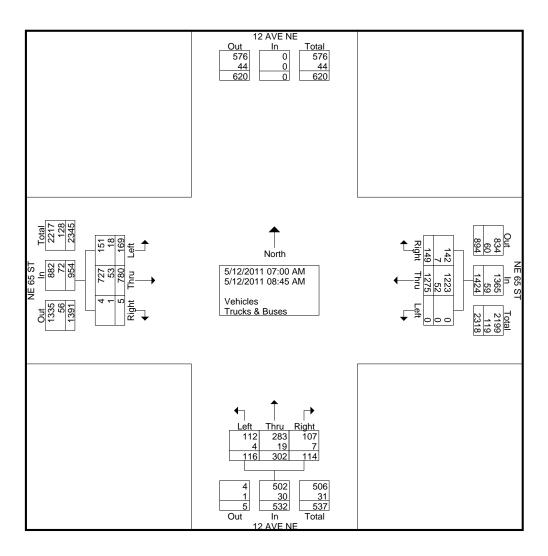
Comments:

File Name: NE_145a11 Site Code: 00051201 Start Date: 5/12/2011

Page No : 1

Groups Printed- Vehicles - Trucks & Buses

		NE 6	55 ST			12 A	VE NE						
		From	East			From	South			From	West		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	6	89	0	95	7	11	8	26	0	65	10	75	196
07:15 AM	13	126	0	139	8	30	13	51	3	52	25	80	270
07:30 AM	22	182	0	204	9	40	16	65	2	83	35	120	389
07:45 AM	23	224	0	247	17	64	14	95	0	140	24	164	506
Total	64	621	0	685	41	145	51	237	5	340	94	439	1361
08:00 AM	25	186	0	211	15	51	11	77	0	116	20	136	424
08:15 AM	13	146	0	159	25	31	13	69	0	105	16	121	349
08:30 AM	17	182	0	199	14	30	18	62	0	100	20	120	381
08:45 AM	30	140	0	170	19	45	23	87	0	119	19	138	395
Total	85	654	0	739	73	157	65	295	0	440	75	515	1549
Grand Total	149	1275	0	1424	114	302	116	532	5	780	169	954	2910
Apprch %	10.5	89.5	0		21.4	56.8	21.8		0.5	81.8	17.7		
Total %	5.1	43.8	0	48.9	3.9	10.4	4	18.3	0.2	26.8	5.8	32.8	
Vehicles	142	1223	0	1365	107	283	112	502	4	727	151	882	2749
% Vehicles	95.3	95.9	0	95.9	93.9	93.7	96.6	94.4	80	93.2	89.3	92.5	94.5
Trucks & Buses	7	52	0	59	7	19	4	30	1	53	18	72	161
% Trucks & Buses	4.7	4.1	0	4.1	6.1	6.3	3.4	5.6	20	6.8	10.7	7.5	5.5



Dept of Transportation

Counted by: JH Counter No: 1690 Weather: CLEAR

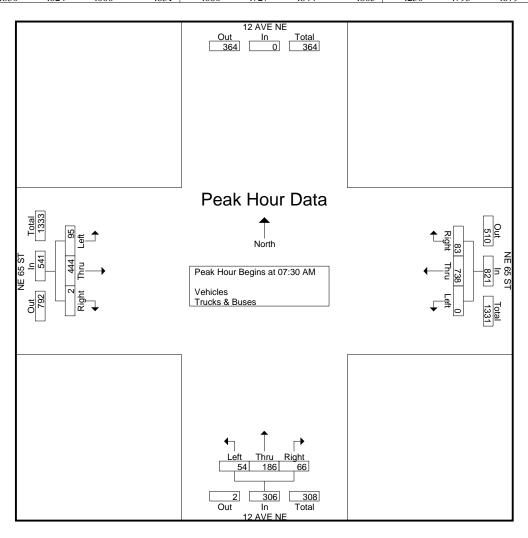
Comments:

File Name : NE_145a11 Site Code : 00051201

Start Date : 5/12/2011

Page No : 2

		NE 6	55 ST			12 AV	VE NE						
		From	East			From	South						
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	alysis Fr	om 07:0	00 AM	to 08:45	AM - P	eak 1 of	f 1						
Peak Hour for Entire	Intersection	Begins at	07:30 AM	[
07:30 AM	22	182	0	204	9	40	16	65	2	83	35	120	389
07:45 AM	23	224	0	247	17	64	14	95	0	140	24	164	506
08:00 AM	25	186	0	211	15	51	11	77	0	116	20	136	424
08:15 AM	13	146	0	159	25	31	13	69	0	105	16	121	349
Total Volume	83	738	0	821	66	186	54	306	2	444	95	541	1668
% App. Total	10.1	89.9	0		21.6	60.8	17.6		0.4	82.1	17.6		
PHF	.830	.824	.000	.831	.660	.727	.844	.805	.250	.793	.679	.825	.824



Dept of Transportation

Counted by: JH Counter No: 1690 Weather: CLEAR

Comments:

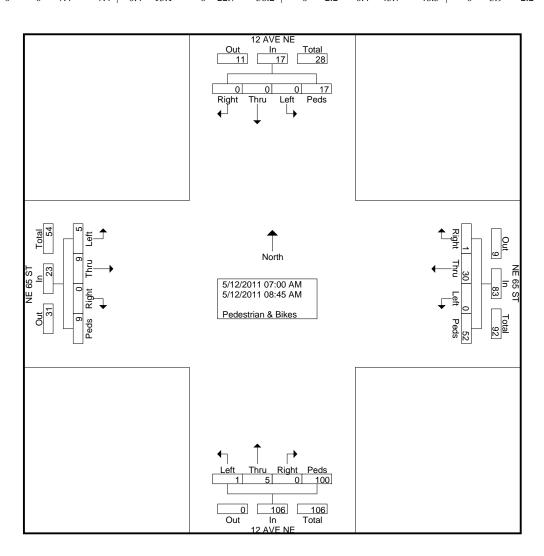
File Name : NE_145a11 Site Code : 00051201

Start Date : 5/12/2011

Page No : 1

Groups Printed- Pedestrian & Bikes

	12 AVE NE					NE 65 ST				12 AVE NE											
		Fro	m N	orth		From East				From South											
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	2	0	5	7	0	0	0	5	5	0	1	0	1	2	14
07:15 AM	0	0	0	1	1	0	1	0	10	11	0	0	0	8	8	0	1	2	1	4	24
07:30 AM	0	0	0	2	2	0	2	0	12	14	0	1	0	21	22	0	0	0	2	2	40
07:45 AM	0	0	0	0	0	0	5	0	9	14	0	1	0	28	29	0	2	2	0	4	47
Total	0	0	0	3	3	0	10	0	36	46	0	2	0	62	64	0	4	4	4	12	125
08:00 AM	0	0	0	2	2	0	5	0	0	5	0	0	0	12	12	0	2	0	0	2	21
08:15 AM	0	0	0	3	3	0	5	0	7	12	0	3	1	4	8	0	1	0	0	1	24
08:30 AM	0	0	0	4	4	0	4	0	4	8	0	0	0	7	7	0	0	0	2	2	21
08:45 AM	0	0	0	5	5	1	6	0	5	12	0	0	0	15	15	0	2	1	3	6	38
Total	0	0	0	14	14	1	20	0	16	37	0	3	1	38	42	0	5	1	5	11	104
Grand Total	0	0	0	17	17	1	30	0	52	83	0	5	1	100	106	0	9	5	9	23	229
Apprch %	0	0	0	100		1.2	36.1	0	62.7		0	4.7	0.9	94.3		0	39.1	21.7	39.1		
Total %	0	0	0	7.4	7.4	0.4	13.1	0	22.7	36.2	0	2.2	0.4	43.7	46.3	0	3.9	2.2	3.9	10	



Dept of Transportation

Counted by: JH Counter No: 1690 Weather: CLEAR

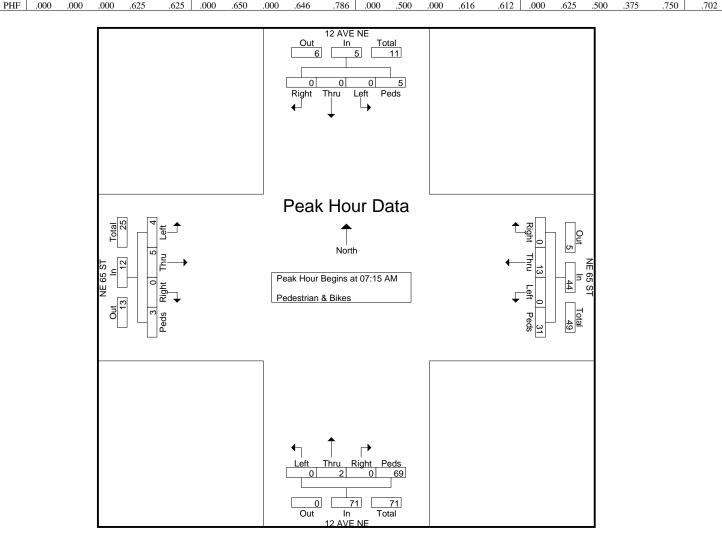
Comments:

File Name: NE_145a11 Site Code: 00051201

Start Date : 5/12/2011

Page No : 2

	12 AVE NE From North					NE 65 ST From East					12 AVE NE From South						NE 65 ST From West				
Start Time	Right	Thru	Left		App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hou Peak Hour for							08:45	5 AM	I - Pe	ak 1 o	f 1										
07:15 AM	0	0	0	1	1	0	1	0	10	11	0	0	0	8	8	0	1	2	1	4	24
07:30 AM	0	0	0	2	2	0	2	0	12	14	0	1	0	21	22	0	0	0	2	2	40
07:45 AM	0	0	0	0	0	0	5	0	9	14	0	1	0	28	29	0	2	2	0	4	47
08:00 AM	0	0	0	2	2	0	5	0	0	5	0	0	0	12	12	0	2	0	0	2	21
Total Volume	0	0	0	5	5	0	13	0	31	44	0	2	0	69	71	0	5	4	3	12	132
% App. Total	0	0	0	100		0	29.5	0	70.5		0	2.8	0	97.2		0	41.7	33.3	25		
DITE	000	000	000	625	625	000	650	000	616	706	000	500	000	616	612	000	625	500	275	750	7.



Dept of Transportation

Counted by: JR Counter No: 1024 Weather: CLEAR

Comments:

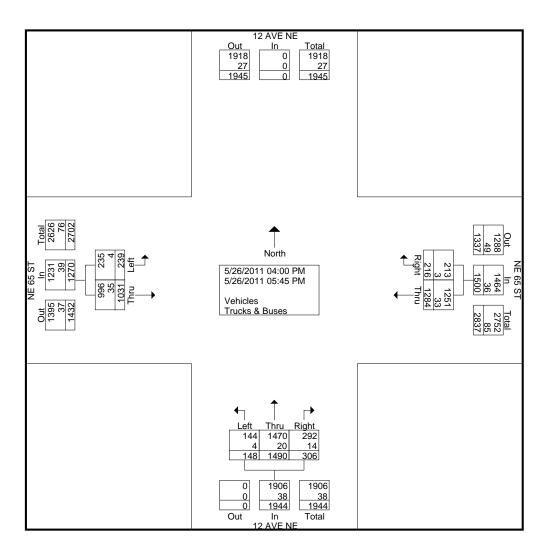
File Name: NE_145p11 Site Code : 00052602

Start Date : 5/26/2011

Page No : 1

Groups Printed- Vehicles - Trucks & Buses

	N	IE 65 S	T		12 A\	/E NE		ľ	NE 65 S	ST .	
	F	rom Ea	st		From	South		F	rom W	est	
Start Time	Right	Thru	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	Int. Total
04:00 PM	28	121	149	38	161	17	216	107	33	140	505
04:15 PM	29	174	203	40	173	20	233	91	23	114	550
04:30 PM	22	156	178	36	198	22	256	124	30	154	588
04:45 PM	27	171	198	33	211	16	260	139	24	163	621
Total	106	622	728	147	743	75	965	461	110	571	2264
05:00 PM	31	175	206	37	195	20	252	143	30	173	631
05:15 PM	33	185	218	47	193	17	257	141	32	173	648
05:30 PM	28	152	180	43	183	22	248	156	40	196	624
05:45 PM	18	150	168	32	176	14	222	130	27	157	547
Total	110	662	772	159	747	73	979	570	129	699	2450
Grand Total	216	1284	1500	306	1490	148	1944	1031	239	1270	4714
Apprch %	14.4	85.6		15.7	76.6	7.6		81.2	18.8		
Total %	4.6	27.2	31.8	6.5	31.6	3.1	41.2	21.9	5.1	26.9	
Vehicles	213	1251	1464	292	1470	144	1906	996	235	1231	4601
% Vehicles	98.6	97.4	97.6	95.4	98.7	97.3	98	96.6	98.3	96.9	97.6
Trucks & Buses	3	33	36	14	20	4	38	35	4	39	113
% Trucks & Buses	1.4	2.6	2.4	4.6	1.3	2.7	2	3.4	1.7	3.1	2.4



CITY OF SEATTLE

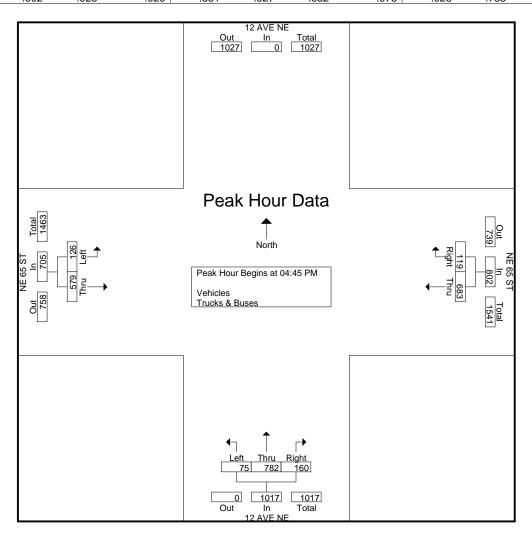
Dept of Transportation

Counted by: JR Counter No: 1024 Weather: CLEAR

Comments:

File Name: NE_145p11 Site Code: 00052602 Start Date: 5/26/2011

	1	NE 65 S	T		12 A	VE NE			NE 65 S	ST	
	F	rom Ea	st		From	South		F	rom W	est	
Start Time	Right	Thru	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	Int. Total
Peak Hour Anal	lysis Fro	m 04:00	0 PM to 0	5:45 PM	- Peak	1 of 1					
Peak Hour for Entire In	tersection E	Begins at 0	4:45 PM								
04:45 PM	27	171	198	33	211	16	260	139	24	163	621
05:00 PM	31	175	206	37	195	20	252	143	30	173	631
05:15 PM	33	185	218	47	193	17	257	141	32	173	648
05:30 PM	28	152	180	43	183	22	248	156	40	196	624
Total Volume	119	683	802	160	782	75	1017	579	126	705	2524
% App. Total	14.8	85.2		15.7	76.9	7.4		82.1	17.9		
PHF	.902	.923	.920	.851	.927	.852	.978	.928	.788	.899	.974



CITY OF SEATTLE

Dept of Transportation

Counted by: JR Counter No: 1024 Weather: CLEAR

Comments:

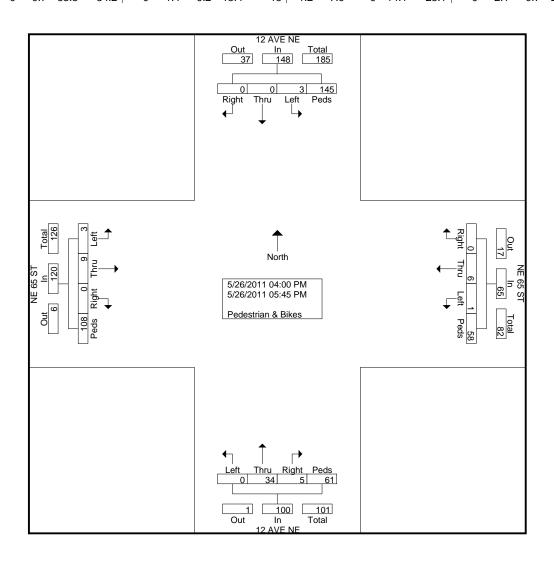
File Name: NE_145p11 Site Code: 00052602

Start Date : 5/26/2011

Page No : 1

Groups Printed- Pedestrian & Bikes

		12	AVE	NE			Ni	E 65	ST			12	AVE	NE			N	E 65	ST		
		Fro	m N	orth			Fre	om E	ast			Fro	m S	outh			Fro	om V	Vest		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	16	16	0	0	0	5	5	1	3	0	13	17	0	2	0	17	19	57
04:15 PM	0	0	0	19	19	0	3	0	22	25	1	3	0	14	18	0	1	0	15	16	78
04:30 PM	0	0	0	16	16	0	1	0	8	9	0	3	0	14	17	0	0	0	12	12	54
04:45 PM	0	0	0	15	15	0	0	0	4	4	1	3	0	5	9	0	0	1	15	16	44
Total	0	0	0	66	66	0	4	0	39	43	3	12	0	46	61	0	3	1	59	63	233
05:00 PM	0	0	0	9	9	0	1	0	5	6	0	5	0	4	9	0	1	0	12	13	37
05:15 PM	0	0	0	19	19	0	0	0	5	5	0	3	0	7	10	0	1	2	10	13	47
05:30 PM	0	0	3	37	40	0	1	1	6	8	1	10	0	2	13	0	3	0	17	20	81
05:45 PM	0	0	0	14	14	0	0	0	3	3	1	4	0	2	7	0	1	0	10	11	35
Total	0	0	3	79	82	0	2	1	19	22	2	22	0	15	39	0	6	2	49	57	200
Grand Total	0	0	3	145	148	0	6	1	58	65	5	34	0	61	100	0	9	3	108	120	433
Apprch %	0	0	2	98		0	9.2	1.5	89.2		5	34	0	61		0	7.5	2.5	90		
Total %	0	0	0.7	33.5	34.2	0	1.4	0.2	13.4	15	1.2	7.9	0	14.1	23.1	0	2.1	0.7	24.9	27.7	ĺ



CITY OF SEATTLE

Dept of Transportation

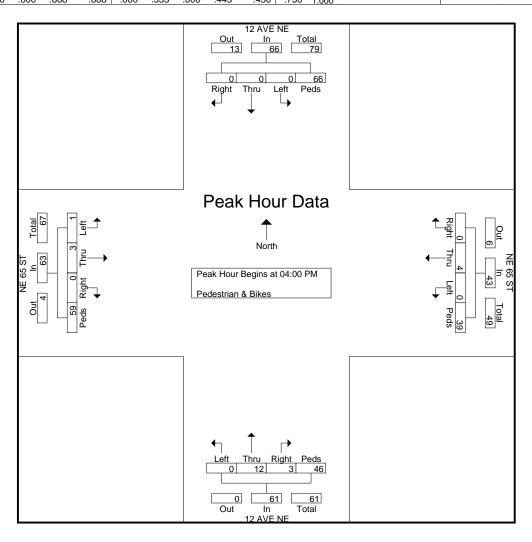
Counted by: JR Counter No: 1024 Weather: CLEAR

Comments:

File Name : NE_145p11 Site Code : 00052602

Start Date : 5/26/2011

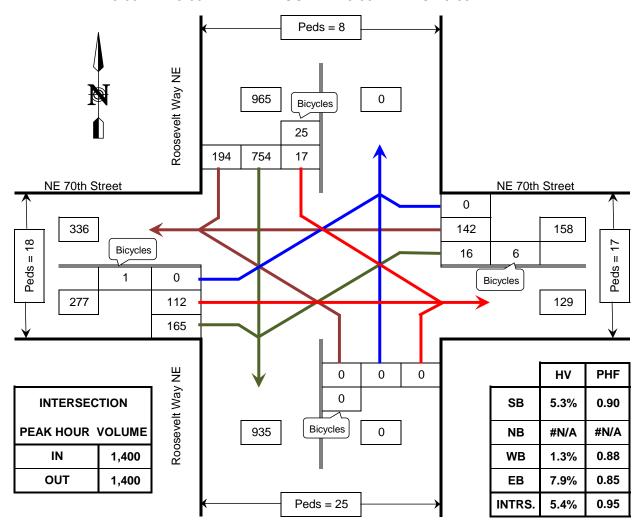
		12	AVE	NE			NE	E 65	ST			12	AVE	NE			N	E 65	ST		
		Fro	m N	orth	l		Fro	om E	ast			Fro	m S	outh)		Fro	om V	Vest		
Start	D: 14	Th	Left			D: 14	T I	Left			D: 1.	T l	Left			D: 1.	Th	Left			
Time	Right	Thru	Leit	Peds	App. Total	Right	Thru	Len	Peds	App. Total	Right	Thru	Leit	Peds	App. Total	Right	Thru	Leit	Peds	App. Total	Int. Total
Peak Ho	ur Ar	nalys	sis F	rom	04:00	PM	to 05	5:45	PM ·	- Peal	< 1 o	f 1									
Peak Hour fo	r Entir	e Inter	section	n Begii	ns at 04:	00 PM	l														
04:00 PM	0	0	0	16	16	0	0	0	5	5	1	3	0	13	17	0	2	0	17	19	57
04:15 PM	0	0	0	19	19	0	3	0	22	25	1	3	0	14	18	0	1	0	15	16	78
04:30 PM	0	0	0	16	16	0	1	0	8	9	0	3	0	14	17	0	0	0	12	12	54
04:45 PM	0	0	0	15	15	0	0	0	4	4	1	3	0	5	9	0	0	1	15	16	44
Total Volume	0	0	0	66	66	0	4	0	39	43	3	12	0	46	61	0	3	1	59	63	233
% App. Total	0	0	0	100		0	9.3	0	90.7		4.9	19.7	0	75.4		0	4.8	1.6	93.7		
PHF	000	000	000	868	868	000	333	000	443	430	750	1 000									





TURNING MOVEMENTS DIAGRAM

8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



PHF = Peak Hour Factor HV = Heavy Vehicles

Roosevelt Way NE @ NE 70th Street

Seattle, WA

COUNTED BY: SF DATE OF COUNT: Thu. 1/29/15

REDUCED BY: CN TIME OF COUNT: 8:00 AM - 9:00 AM

REDUCTION DATE: Sat. 2/7/15 WEATHER: Sunny



LOCATION:	Roosevelt Way NE @ NE 70th Street	DATE OF COUNT:	Thu. 1/29/15	COUNTED BY:	SF
	Seattle, WA	TIME OF COUNT:	8:00 AM - 9:00 AM	WFATHER.	Sunny

TIME INTERVAL ENDING			FROM NO						FROM SO						FROM E		I				FROM W		ı		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	н٧	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	2	11	6	3	190	44	6	0	0	0	0	0	4	1	1	4	36	0	9	2	0	0	25	30	332
08:30 AM	2	20	6	2	209	58	7	0	0	0	0	0	5	0	2	1	35	0	1	5	1	0	22	43	370
08:45 AM	1	9	8	1	180	52	8	0	0	0	0	0	6	0	2	2	35	0	2	7	0	0	40	36	346
09:00 AM	3	11	5	11	175	40	4	0	0	0	0	0	2	1	1	9	36	0	6	8	0	0	25	56	352
00.00 Aiii	J				1,73	70	7				Ü	Ü					50	J	J	- 0			20	- 00	552
PEAK HOUR TOTALS	8	51	25	17	754								INTERSECTION												
ALL MOVEMENTS				965			0 158 277							1400											
% HV				5.3%						#N/A						1.3%						7.9%			5.4%
PEAK HOUR FACTOR				0.90						#N/A						0.88						0.85			0.95

PHF = Peak Hour Factor 8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM
--

REDUCED BY: CN DATE OF REDUCTION: 2/7/2015

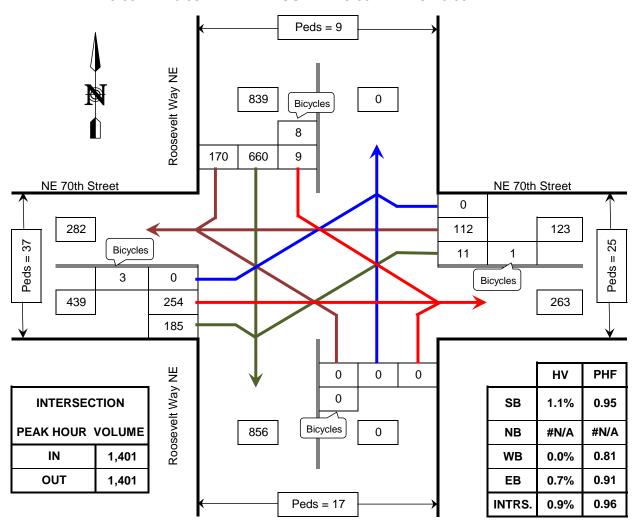
ROLLING HOUR COUNT

			FROM NO	ORTH O	N				FROM SC	OUTH O	N				FROM E	AST ON					FROM W	EST OF	N		
		ı	Roosevel	t Way N	ΙE			ı	Roosevel	t Way N	E				NE 70th	Street					NE 70th	Street			INTERVAL TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	8	51	25	17	754	194	25	0	0	0	0	0	17	2	6	16	142	0	18	22	1	0	112	165	1400



TURNING MOVEMENTS DIAGRAM

5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



PHF = Peak Hour Factor HV = Heavy Vehicles

Roosevelt Way NE @ NE 70th Street

Seattle, WA

COUNTED BY: SF DATE OF COUNT: Thu. 1/29/15

REDUCED BY: CN TIME OF COUNT: 5:00 PM - 6:00 PM

REDUCTION DATE: Sat. 2/7/15 WEATHER: Sunny



LOCATION:	Roosevelt Way NE @ NE 70th Street	DATE OF COUNT:	Thu. 1/29/15	COUNTED BY:	SF
	Seattle, WA	TIME OF COUNT:	5:00 PM - 6:00 PM	WEATHER:	Sunny

TIME INTERVAL ENDING			FROM NO						FROM So						FROM E		I				FROM W				INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	2	3	4	2	164	44	8	0	0	0	0	0	9	0	1	2	24	0	6	1	1	0	72	36	344
05:30 PM	5	2	1	2	170	49	1	0	0	0	0	0	10	0	0	2	30	0	9	0	0	0	68	35	356
05:45 PM	1	2	0	3	155	31	5	0	0	0	0	0	4	0	0	4	34	0	13	2	2	0	53	55	335
06:00 PM	1	2	3	2	171	46	3	0	0	0	0	0	2	0	0	3	24	0	9	0	0	0	61	59	366
PEAK HOUR TOTALS	9	9	8	9	660	170	17	0	0	0	0	0	25	0	1	11	112	0	37						INTERSECTION
ALL MOVEMENTS				839						0						123						439			1401
% HV				1.1%						#N/A						0.0%						0.7%			0.9%
PEAK HOUR FACTOR				0.95						#N/A						0.81						0.91			0.96

PHE - Peak Hour Factor 5:00 PM - 6:00 PM PEAK HOUR: 5:00	рм то	6:00 PM

REDUCED BY: CN DATE OF REDUCTION: 2/7/2015

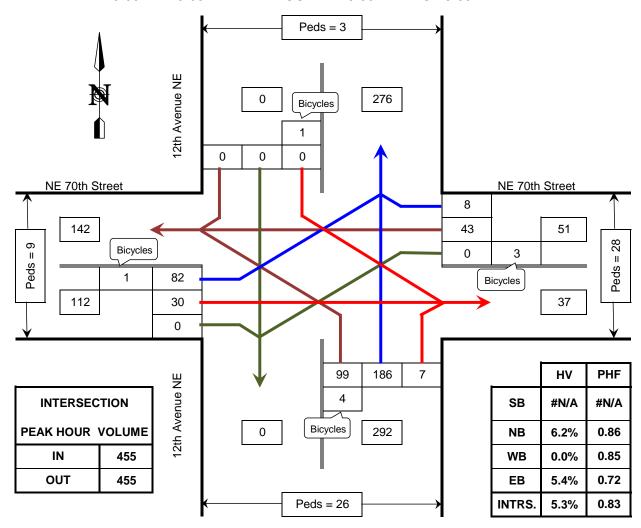
ROLLING HOUR COUNT

		1	FROM NO	ORTH O	N				FROM SC	UTH O	N				FROM E	AST ON	l				FROM W	EST ON	1		
			Roosevelt	Way N	IF				Roosevelt	Way N	F				NE 70th	Street					NE 70th	Street			INTERVAL
										· · · · · · ·						. 01. 001						0001			TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	9	9	8	9	660	170	17	0	0	0	0	0	25	0	1	11	112	0	37	3	3	0	254	185	1401



TURNING MOVEMENTS DIAGRAM

8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



PHF = Peak Hour Factor HV = Heavy Vehicles

12th Avenue NE @ NE 70th Street

Seattle, WA

 COUNTED BY:
 PW
 DATE OF COUNT:
 Thu. 1/29/15

 REDUCED BY:
 CN
 TIME OF COUNT:
 8:00 AM - 9:00 AM

REDUCTION DATE: Sat. 2/7/15 WEATHER: Sunny



LOCATION:	12th Avenue NE @ NE 70th Street	DATE OF COUNT:	Thu. 1/29/15	COUNTED BY:	PW
	Seattle, WA	TIME OF COUNT:	8:00 AM - 9:00 AM	WEATHER:	Sunny

TIME INTERVAL ENDING			FROM No						FROM So						FROM E		ı				FROM W		١		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	8	4	2	30	38	1	1	0	1	0	7	3	1	0	0	23	3	0	105
08:30 AM	0	0	0	0	0	0	10	6	0	18	44	0	12	0	1	0	10	3	5	1	1	15	2	0	92
08:45 AM	0	0	1	0	0	0	5	5	0	25	55	5	13	0	1	0	12	1	2	3	0	23	16	0	137
09:00 AM	3	0	0	0	0	0	3	3	2	26	49	1	2	0	0	0	14	1	1	2	0	21	9	0	121
PEAK HOUR TOTALS	3	0	1	0	0	0	26	18	4	99	186	7	28	0	3	0	43	8	9	6	1	82	30	0	INTERSECTION
ALL MOVEMENTS				0					,	292					,	51						112			455
% HV				#N/A						6.2%						0.0%						5.4%			5.3%
PEAK HOUR FACTOR				#N/A						0.86						0.85						0.72			0.83

PHF = Peak Hour Factor	8:00 AM - 9:00 AM PEAK HOUR:	8:00 AM	TO 9:00 AM

REDUCED BY: CN DATE OF REDUCTION: 2/7/2015

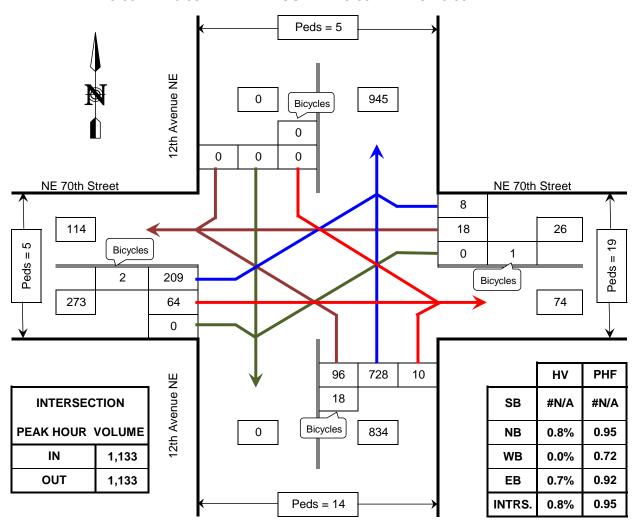
ROLLING HOUR COUNT

			FROM NO	ORTH O	N				FROM SC	OUTH O	N				FROM E	AST ON					FROM W	EST ON	,		
			12th Ave	nue NE					12th Ave	nue NE					NE 70th	Street					NE 70th	Street			INTERVAL TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	3	0	1	0	0	0	26	18	4	99	186	7	28	0	3	0	43	8	9	6	1	82	30	0	455



TURNING MOVEMENTS DIAGRAM

5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



PHF = Peak Hour Factor HV = Heavy Vehicles

12th Avenue NE @ NE 70th Street

Seattle, WA

COUNTED BY: PW DATE OF COUNT: Thu. 1/29/15

REDUCED BY: CN TIME OF COUNT: 5:00 PM - 6:00 PM

REDUCTION DATE: Sat. 2/7/15 WEATHER: Sunny



LOCATION:	12th Avenue NE @ NE 70th Street	DATE OF COUNT:	Thu. 1/29/15	COUNTED BY:	PW
	Seattle, WA	TIME OF COUNT:	5:00 PM - 6:00 PM	WEATHER:	Sunny

TIME			FROM NO	ORTH C	N				FROM SC	о нти	N				FROM E	AST ON	ı				FROM W	EST OF	N		
INTERVAL			12th Ave	enue N	E				12th Ave	enue NE					NE 70th	Street					NE 70th	Street			INTERVAL
ENDING																							l		TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM								0														0			-
	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	0	0	0	0	3	2	3	20	169	4	7	0	1	0	7	2	1	1	2	57	17	0	276
05:30 PM	1	0	0	0	0	0	2	1	3	26	194	0	3	0	0	0	3	3	2	0	0	48	25	0	299
05:45 PM	3	0	0	0	0	0	4	1	4	33	177	2	4	0	0	0	5	2	1	1	0	47	9	0	275
06:00 PM	0	0	0	0	0	0	5	3	8	17	188	4	5	0	0	0	3	1	1	0	0	57	13	0	283
PEAK HOUR TOTALS	5	0	0	0	0	0	14	7	18	96	728	10	19	0	1	0	18	8	5	2	2	209	64	0	INTERSECTION
ALL MOVEMENTS			J	0	, 0	J	.4	14 7 18 96 728 10 834					0	'	26	10		,	L		273	34		1133	
% HV				#N/A				834 0.8%							0.0%						0.7%			0.8%	
70114				mun						0.078						3.0 /6						J.1 /0			0.070
PEAK HOUR FACTOR				#N/A						0.95						0.72						0.92			0.95

	ŀ		
PHF - Peak Hour Factor	5:00 PM - 6:00 PM PEAK HOUR:	5:00 PM	TO 6:00 PM

REDUCED BY: CN DATE OF REDUCTION: 2/7/2015

ROLLING HOUR COUNT

																			1						
			FROM NO	DRTHO	N				FROM SC	отн о	N				FROM E	AST ON					FROM W	EST ON	ı		
			12th Ave	enue NE					12th Ave	nue NE					NE 70th	Street					NE 70th	Street			INTERVAL
			1 1												1										TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	5	0	0	0	0	0	14	7	18	96	728	10	19	0	1	0	18	8	5	2	2	209	64	0	1133

Counted by : JR Counter No : 1023 Weather : FOG Comments : File Name: NE_297o09

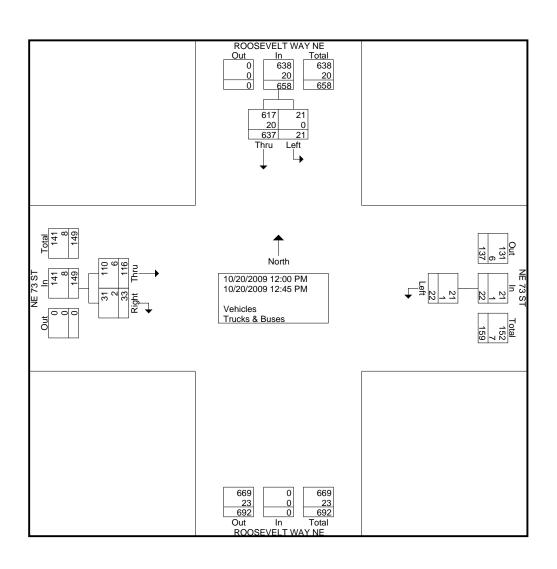
Site Code : 00102002 Start Date : 10/20/2009

Page No : 1

Groups Printed- Vehicles - Trucks & Buses

			Oloupo	i illitoa voilloloo	Tradito & Dadeo				
	R	OOSEVELT WAY	/ NE	NE	73 ST		NE 73 ST		
		From North		Fro	m East		From West		
Start Time	e Left	Thru	App. Total	Left	App. Total	Thru	Right	App. Total	Int. Total
12:00 PM	1 6	144	150	2	2	29	11	40	192
12:15 PM	1 2	172	174	7	7	26	4	30	211
12:30 PM	1 3	167	170	7	7	33	9	42	219
12:45 PM	1 10	154	164	6	6	28	9	37	207
Tota	1 21	637	658	22	22	116	33	149	829
Grand Tota	I 21	637	658	22	22	116	33	149	829
Apprch %	3.2	96.8		100		77.9	22.1		
Total %		76.8	79.4	2.7	2.7	14	4	18	
Vehicles	21	617	638	21	21	110	31	141	800
% Vehicles	100	96.9	97	95.5	95.5	94.8	93.9	94.6	96.5
Trucks & Buses	0	20	20	1	1	6	2	8	29
% Trucks & Buses	0	3.1	3	4.5	4.5	5.2	6.1	5.4	3.5

Counted by : JR Counter No : 1023 Weather : FOG Comments : File Name : NE_297009 Site Code : 00102002 Start Date : 10/20/2009

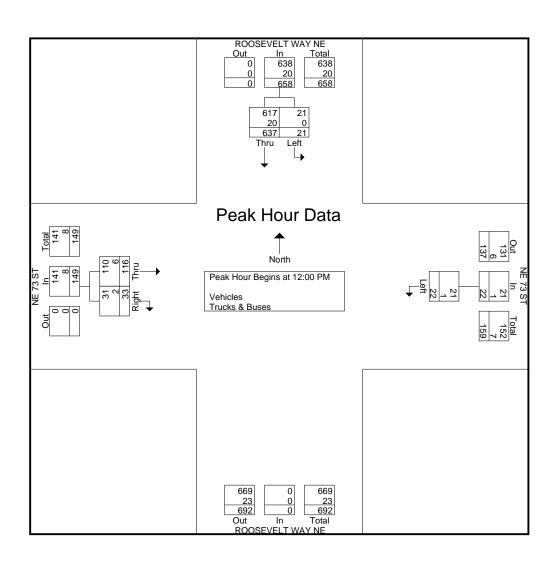


Counted by : JR Counter No : 1023 Weather : FOG Comments : File Name : NE_297009

Site Code : 00102002 Start Date : 10/20/2009

	RO	OOSEVELT WAY From North	NE		73 ST m East		NE 73 ST From West		
Start Time	Left	Thru	App. Total	Left	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 Pl									
Peak Hour for Entire Intersection E	Begins at 12:00 PM	1							
12:00 PM	6	144	150	2	2	29	11	40	192
12:15 PM	2	172	174	7	7	26	4	30	211
12:30 PM	3	167	170	7	7	33	9	42	219
12:45 PM	10	154	164	6	6	28	9	37	207
Total Volume	21	637	658	22	22	116	33	149	829
% App. Total	3.2	96.8		100		77.9	22.1		
PHF	.525	.926	.945	.786	.786	.879	.750	.887	.946
Vehicles	21	617	638	21	21	110	31	141	800
% Vehicles	100	96.9	97.0	95.5	95.5	94.8	93.9	94.6	96.5
Trucks & Buses	0	20	20	1	1	6	2	8	29
% Trucks & Buses	0	3.1	3.0	4.5	4.5	5.2	6.1	5.4	3.5

Counted by : JR Counter No : 1023 Weather : FOG Comments : File Name : NE_297009 Site Code : 00102002 Start Date : 10/20/2009



Counted by : JR Counter No : 1023 Weather : FOG

Comments:

File Name : NE_297009 Site Code : 00102002

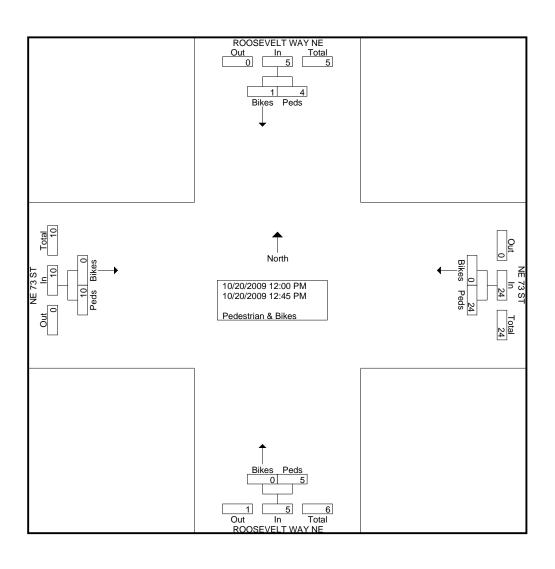
Start Date : 10/20/2009

Page No : 1

Groups Printed- Pedestrian & Bikes

	ROOS	EVELT WA	YNE		NE 73 ST		ROOS	SEVELT WA	Y NE		NE 73 ST		
	F	rom North			From East			From South			From West		
Start Time	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Int. Total
12:00 PM	0	1	1	0	6	6	0	1	1	0	0	0	8
12:15 PM	0	1	1	0	7	7	0	4	4	0	4	4	16
12:30 PM	0	1	1	0	7	7	0	0	0	0	5	5	13
12:45 PM	1	1	2	0	4	4	0	0	0	0	1	1	7_
Total	1	4	5	0	24	24	0	5	5	0	10	10	44
Grand Total	1	4	5	0	24	24	0	5	5	0	10	10	44
Apprch %	20	80		0	100		0	100		0	100		
Total %	2.3	9.1	11.4	0	54.5	54.5	0	11.4	11.4	0	22.7	22.7	

Counted by : JR Counter No : 1023 Weather : FOG Comments : File Name : NE_297009 Site Code : 00102002 Start Date : 10/20/2009



Counted by : JR Counter No : 1023 Weather : FOG

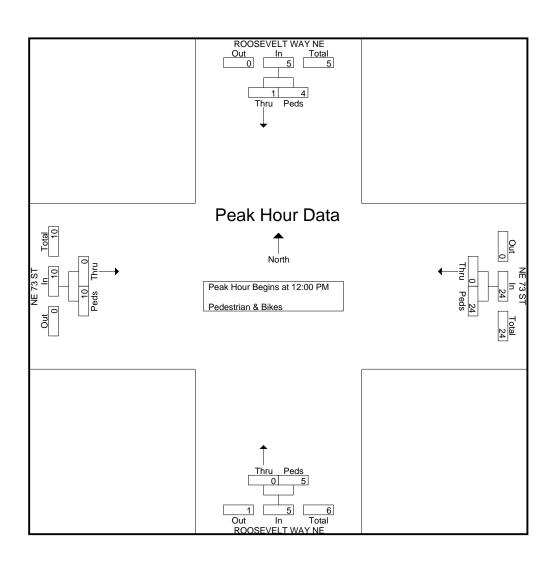
Comments:

File Name : NE_297o09 Site Code : 00102002

Start Date : 10/20/2009

	ROOS	SEVELT WAY	/ NE		NE 73 ST		ROO	SEVELT WA	Y NE		NE 73 ST		
		From North			From East			From South			From West		
Start Time	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Int. Total
Peak Hour Analysis From	12:00 PM to 1	2:45 PM - Pe	eak 1 of 1										
Peak Hour for Entire Inter	rsection Begins	at 12:00 PM											
12:00 PM	0	1	1	0	6	6	0	1	1	0	0	0	8
12:15 PM	0	1	1	0	7	7	0	4	4	0	4	4	16
12:30 PM	0	1	1	0	7	7	0	0	0	0	5	5	13
12:45 PM	1	1	2	0	4	4	0	0	0	0	1	1	7_
Total Volume	1	4	5	0	24	24	0	5	5	0	10	10	44
% App. Total	20	80		0	100		0	100		0	100		
PHF	.250	1.000	.625	.000	.857	.857	.000	.313	.313	.000	.500	.500	.688

Counted by : JR Counter No : 1023 Weather : FOG Comments : File Name : NE_297009 Site Code : 00102002 Start Date : 10/20/2009



Counted by : BR Counter No : 1023 Weather : SUNNY

Comments:

File Name: NE_297p09

Site Code : 00100703 Start Date : 10/7/2009

Page No : 1

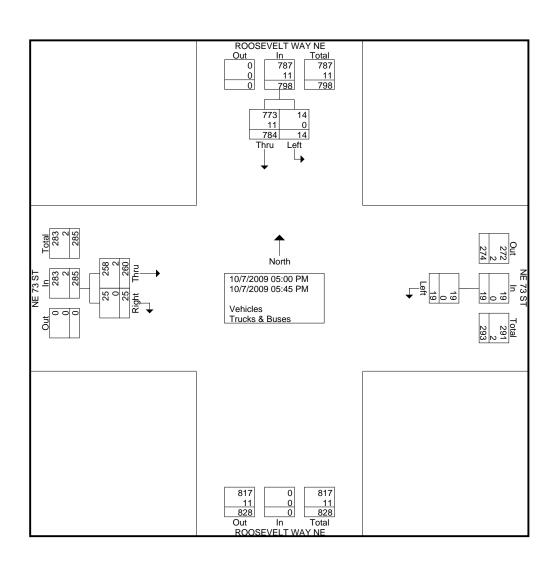
Groups Printed- Vehicles - Trucks & Buses

		RC	OSEVELT WAY	NE	NE	73 ST		NE 73 ST		
L			From North		Froi	m East		From West		
L	Start Time	Left	Thru	App. Total	Left	App. Total	Thru	Right	App. Total	Int. Total
	05:00 PM	2	184	186	3	3	75	6	81	270
	05:15 PM	6	210	216	3	3	64	8	72	291
	05:30 PM	2	200	202	8	8	62	6	68	278
	05:45 PM	4	190	194	5	5	59	5	64	263_
	Total	14	784	798	19	19	260	25	285	1102
	Grand Total	14	784	798	19	19	260	25	285	1102
	Apprch %	1.8	98.2		100		91.2	8.8		
	Total %	1.3	71.1	72.4	1.7	1.7	23.6	2.3	25.9	
	Vehicles	14	773	787	19	19	258	25	283	1089
_	% Vehicles	100	98.6	98.6	100	100	99.2	100	99.3	98.8
	Trucks & Buses	0	11	11	0	0	2	0	2	13
	% Trucks & Buses	0	1.4	1.4	0	0	0.8	0	0.7	1.2

Counted by : BR Counter No : 1023 Weather : SUNNY

Comments:

File Name : NE_297p09 Site Code : 00100703 Start Date : 10/7/2009



Counted by : BR Counter No : 1023 Weather : SUNNY

Comments:

File Name: NE_297p09 Site Code: 00100703

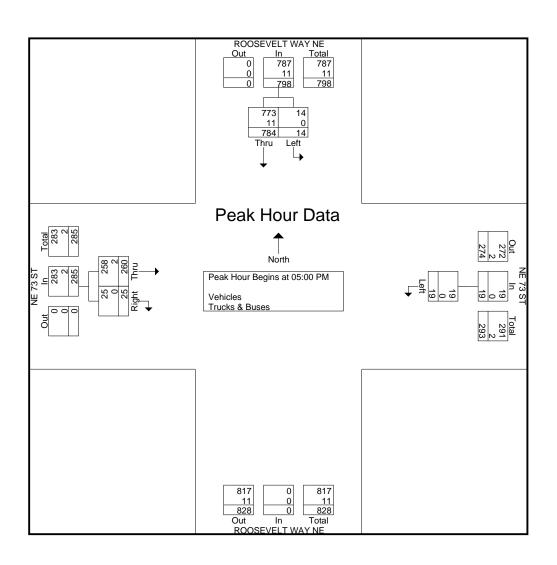
Start Date : 10/7/2009

	R	OOSEVELT WAY	NE	NE 73	3 ST		NE 73 ST		
		From North		From	East		From West		
Start Time	Left	Thru	App. Total	Left	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM t	to 05:45 PM - Peak	1 of 1					_		
Peak Hour for Entire Intersection Beg	gins at 05:00 PM								
05:00 PM	2	184	186	3	3	75	6	81	270
05:15 PM	6	210	216	3	3	64	8	72	291
05:30 PM	2	200	202	8	8	62	6	68	278
05:45 PM	4	190	194	5	5	59	5	64	263
Total Volume	14	784	798	19	19	260	25	285	1102
% App. Total	1.8	98.2		100		91.2	8.8		
PHF	.583	.933	.924	.594	.594	.867	.781	.880	.947
Vehicles	14	773	787	19	19	258	25	283	1089
% Vehicles	100	98.6	98.6	100	100	99.2	100	99.3	98.8
Trucks & Buses	0	11	11	0	0	2	0	2	13
% Trucks & Buses	0	1.4	1.4	0	0	0.8	0	0.7	1.2

Counted by : BR Counter No : 1023 Weather : SUNNY

Comments:

File Name : NE_297p09 Site Code : 00100703 Start Date : 10/7/2009



Counted by : BR Counter No : 1023 Weather : SUNNY

Comments:

File Name: NE_297p09

Site Code : 00100703 Start Date : 10/7/2009

Page No : 1

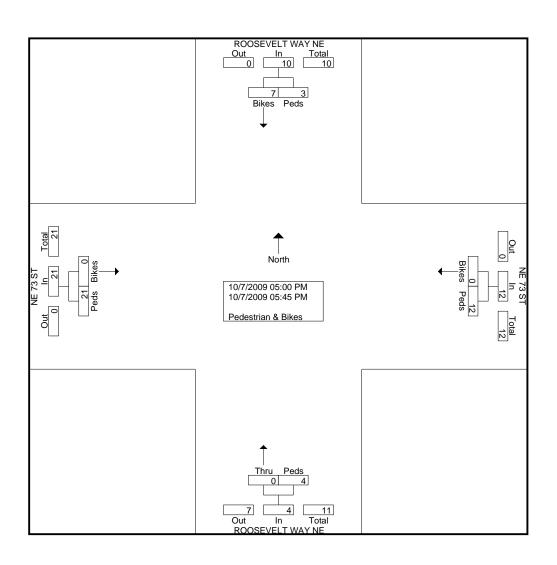
Groups Printed- Pedestrian & Bikes

	ROOS	SEVELT WA	Y NE		NE 73 ST		ROC	SEVELT WA	Y NE		NE 73 ST		
		From North			From East			From South			From West		
Start Time	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Thru	Peds	App. Total	Bikes	Peds	App. Total	Int. Total
05:00 PM	0	0	0	0	7	7	0	1	1	0	5	5	13
05:15 PM	1	2	3	0	1	1	0	1	1	0	3	3	8
05:30 PM	4	0	4	0	2	2	0	1	1	0	8	8	15
05:45 PM	2	1	3	0	2	2	0	1	1	0	5	5	11_
Total	7	3	10	0	12	12	0	4	4	0	21	21	47
Q 150 1	1 7	2	10	0	10	12	0	4	4		21	21	47
Grand Total	/	3	10	0	12	12	0	4	4	U	21	21	47
Apprch %	70	30		0	100		0	100		0	100		
Total %	14.9	6.4	21.3	0	25.5	25.5	0	8.5	8.5	0	44.7	44.7	

Counted by : BR Counter No : 1023 Weather : SUNNY

Comments:

File Name : NE_297p09 Site Code : 00100703 Start Date : 10/7/2009



Counted by : BR Counter No : 1023 Weather : SUNNY

Comments:

File Name: NE_297p09

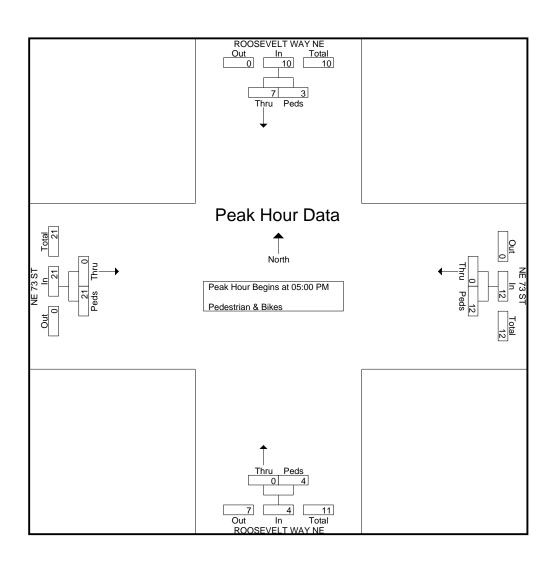
Site Code : 00100703 Start Date : 10/7/2009

	ROC	DSEVELT WA	Y NE		NE 73 ST		ROO	SEVELT WA	Y NE		NE 73 ST		
		From North			From East			From South			From West		
Start Time	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Thru	Peds	App. Total	Bikes	Peds	App. Total	Int. Total
Peak Hour Analysis From (05:00 PM to 05	:45 PM - Peak	1 of 1										
Peak Hour for Entire Inters	ection Begins a	at 05:00 PM											
05:00 PM	0	0	0	0	7	7	0	1	1	0	5	5	13
05:15 PM	1	2	3	0	1	1	0	1	1	0	3	3	8
05:30 PM	4	0	4	0	2	2	0	1	1	0	8	8	15
05:45 PM	2	1	3	0	2	2	0	1	1	0	5	5	11
Total Volume	7	3	10	0	12	12	0	4	4	0	21	21	47
% App. Total	70	30		0	100		0	100		0	100		
PHF	.438	.375	.625	.000	.429	.429	.000	1.000	1.000	.000	.656	.656	.783

Counted by : BR Counter No : 1023 Weather : SUNNY

Comments:

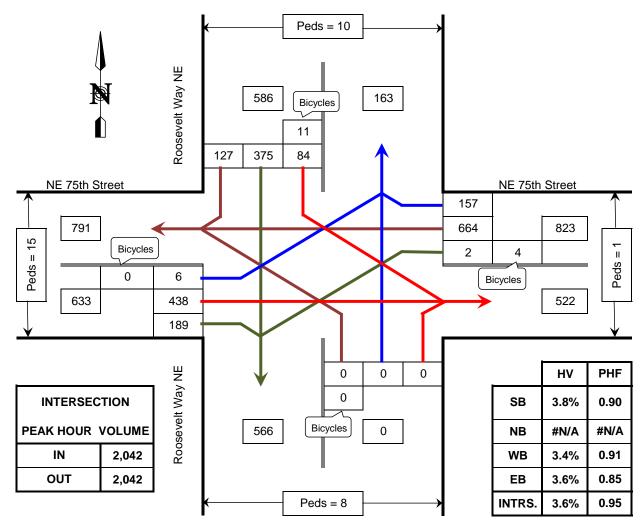
File Name : NE_297p09 Site Code : 00100703 Start Date : 10/7/2009





TURNING MOVEMENTS DIAGRAM

8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



PHF = Peak Hour Factor HV = Heavy Vehicles

Roosevelt Way NE @ NE 75th Street

Seattle, WA

COUNTED BY: CN DATE OF COUNT: Wed. 2/4/15

REDUCED BY: CN TIME OF COUNT: 8:00 AM - 9:00 AM

REDUCTION DATE: Thu. 2/5/15 WEATHER: Overcast



LOCATION:	Roosevelt Way NE @ NE 75th Street	DATE OF COUNT:	Wed. 2/4/15	COUNTED BY:	CN
	Seattle, WA	TIME OF COUNT:	8:00 AM - 9:00 AM	WEATHER:	Overcast

TIME INTERVAL ENDING			FROM N						FROM So						FROM E		N				FROM W		N		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	н٧	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	3	3	3	11	83	26	3	0	0	0	0	0	0	5	1	0	187	40	2	7	0	1	98	33	479
08:30 AM	4	8	2	27	90	30	0	0	0	0	0	0	1	9	2	1	168	44	3	2	0	1	98	40	499
08:45 AM	2	6	3	18	108	30	3	0	0	0	0	0	0	7	1	0	150	46	5	5	0	3	132	51	538
09:00 AM	1	5	3	28	94	41	2	0	0	0	0	0	0	7	0	1	159	27	5	9	0	1	110	65	526
03.00 AN		<u> </u>	J	20	34	-71		- 0			- 0	0	0		U		100	- 21	3	3	U		110	0.0	320
PEAK HOUR TOTALS	10	22	11	84	375	127	8	0	0	0	0	0	1	28	4	2	664	157	15	23	0	6	438	189	INTERSECTION
ALL MOVEMENTS				586						0						823						633			2042
% HV				3.8%						#N/A						3.4%						3.6%			3.6%
PEAK HOUR FACTOR				0.90						#N/A						0.91						0.85			0.95

PHF = Peak Hour Factor 8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM

REDUCED BY: CN DATE OF REDUCTION: 2/5/2015

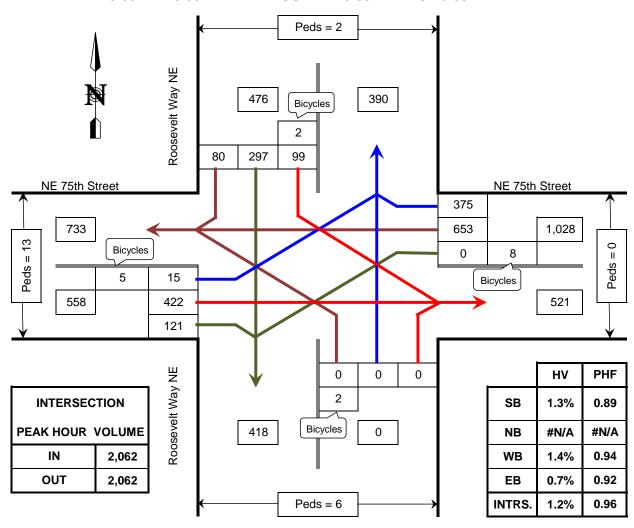
ROLLING HOUR COUNT

																								-	
			FROM NO	DRTH O	N				FROM SC	OUTH O	N				FROM E	AST ON	I				FROM W	EST OF	١		
			Roosevel	t Way N	E				Roosevel	t Way N	E				NE 75th	Street					NE 75th	Street			INTERVAL
-																									TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	10	22	11	84	375	127	8	0	0	0	0	0	1	28	4	2	664	157	15	23	0	6	438	189	2042



TURNING MOVEMENTS DIAGRAM

5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



PHF = Peak Hour Factor HV = Heavy Vehicles

Roosevelt Way NE @ NE 75th Street

Seattle, WA

COUNTED BY: CN DATE OF COUNT: Wed. 2/4/15

REDUCED BY: CN TIME OF COUNT: 5:00 PM - 6:00 PM

REDUCTION DATE: Thu. 2/5/15 WEATHER: Overcast



LOCATION:	Roosevelt Way NE @ NE 75th Street	DATE OF COUNT:	Wed. 2/4/15	COUNTED BY:	CN
	Seattle WA	TIME OF COUNT:	5:00 PM - 6:00 PM	WEATHER:	Overcast

TIME INTERVAL ENDING			FROM No						FROM So						FROM E		I				FROM W		N		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	н٧	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	1	26	60	23	1	0	1	0	0	0	0	4	1	0	164	85	3	0	1	5	102	27	492
05:30 PM	2	2	0	21	73	20	3	0	1	0	0	0	0	3	0	0	178	95	1	0	3	6	107	38	538
05:45 PM	0	1	0	20	77	23	1	0	0	0	0	0	0	3	4	0	168	100	4	3	1	2	101	26	517
06:00 PM	0	2	1	32	87	14	1	0	0	0	0	0	0	4	3	0	143	95	5	1	0	2	112	30	515
PEAK HOUR TOTALS	2	6	2	99	297	80	6	0	2	0	0	0	0	14	8	0	653	375	13	4	5	15	422	121	INTERSECTION
ALL MOVEMENTS				476						0						1028						558			2062
% HV				1.3%						#N/A						1.4%						0.7%			1.2%
PEAK HOUR FACTOR				0.89						#N/A						0.94						0.92			0.96

PHF = Peak Hour Factor 5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM
--

REDUCED BY: CN DATE OF REDUCTION: 2/5/2015

ROLLING HOUR COUNT

			FROM NO	ORTH O	N				FROM SC	UTH O	N				FROM E	AST ON					FROM W	EST ON	J		
			Roosevel						Roosevelt						NE 75th						NE 75th				INTERVAL TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	2	6	2	99	297	80	6	0	2	0	0	0	0	14	8	0	653	375	13	4	5	15	422	121	2062

Counted by: JH Counter No: 1689 Weather: CLEAR

Comments:

File Name: NE_116a13

Site Code : 00061301 Start Date : 6/13/2013

Page No : 1

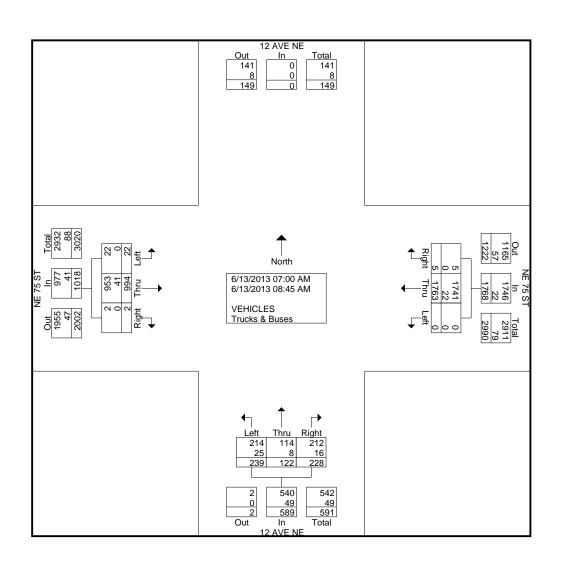
Groups Printed- VEHICLES - Trucks & Buses

		NE 75	ST	Стоиры		12 AV	E NE			NE 7:	5 ST		
		From 1	East			From S	South			From	West		
Start Time	Right	Thru	Left A	pp. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	0	175	0	175	11	10	22	43	0	74	0	74	292
07:15 AM	0	212	0	212	29	12	17	58	0	74	1	75	345
07:30 AM	3	280	0	283	35	14	32	81	0	130	3	133	497
07:45 AM	1	232	0	233	26	16	41	83	0	115	2	117	433
Total	4	899	0	903	101	52	112	265	0	393	6	399	1567
				1				1					
08:00 AM	1	177	0	178	28	20	30	78	0	147	3	150	406
08:15 AM	0	223	0	223	23	16	26	65	0	143	2	145	433
08:30 AM	0	239	0	239	40	19	39	98	2	141	7	150	487
08:45 AM	0	225	0	225	36	15	32	83	0	170	4	174	482
Total	1	864	0	865	127	70	127	324	2	601	16	619	1808
				1									
Grand Total	5	1763	0	1768	228	122	239	589	2	994	22	1018	3375
Apprch %	0.3	99.7	0		38.7	20.7	40.6		0.2	97.6	2.2		
Total %	0.1	52.2	0	52.4	6.8	3.6	7.1	17.5	0.1	29.5	0.7	30.2	
VEHICLES	5	1741	0	1746	212	114	214	540	2	953	22	977	3263
% VEHICLES	100	98.8	0	98.8	93	93.4	89.5	91.7	100	95.9	100	96	96.7
Trucks & Buses	0	22	0	22	16	8	25	49	0	41	0	41	112
% Trucks & Buses	0	1.2	0	1.2	7	6.6	10.5	8.3	0	4.1	0	4	3.3

Counted by: JH Counter No: 1689 Weather: CLEAR

Comments:

File Name : NE_116a13 Site Code : 00061301 Start Date : 6/13/2013



Counted by: JH Counter No: 1689 Weather: CLEAR

Comments:

File Name: NE_116a13 Site Code: 00061301

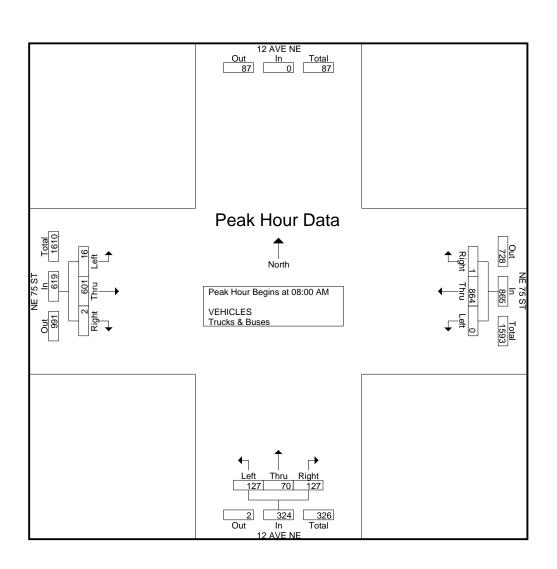
Start Date : 6/13/2013

		NE 7	75 ST			12 AV	E NE			NE 7	5 ST		
		From	East			From	South			From	West		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis	From 07:0	00 AM to	08:45 AN	M - Peak 1 o	f 1								
Peak Hour for Entire	Intersect	ion Begin	s at 08:00) AM									
08:00 AM	1	177	0	178	28	20	30	78	0	147	3	150	406
08:15 AM	0	223	0	223	23	16	26	65	0	143	2	145	433
08:30 AM	0	239	0	239	40	19	39	98	2	141	7	150	487
08:45 AM	0	225	0	225	36	15	32	83	0	170	4	174	482
Total Volume	1	864	0	865	127	70	127	324	2	601	16	619	1808
% App. Total	0.1	99.9	0		39.2	21.6	39.2		0.3	97.1	2.6		
PHF	.250	.904	.000	.905	.794	.875	.814	.827	.250	.884	.571	.889	.928

Counted by: JH Counter No: 1689 Weather: CLEAR

Comments:

File Name : NE_116a13 Site Code : 00061301 Start Date : 6/13/2013



Counted by: JH Counter No: 1689 Weather: CLEAR

Comments:

File Name : NE_116a13

Site Code : 00061301 Start Date : 6/13/2013

Page No : 1

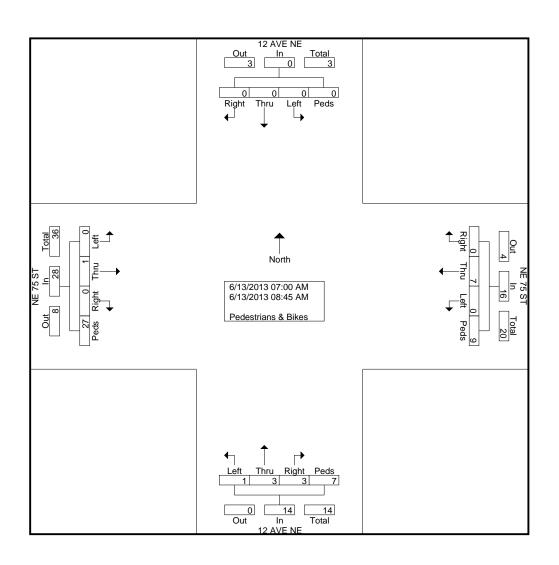
Groups Printed- Pedestrians & Bikes

										u I cuc	T										1
		12	AVE	NE		NE 75 ST					12 AVE NE					NE 75 ST					
	From North					From East					From South				From West						
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	4	0	0	4	1	0	0	1	2	0	1	0	2	3	9
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	2	2	6
07:45 AM	0	0	0	0	0	0	1_	0	0	1	0	2	1	2	5	0	0	0	7	7	13
Total	0	0	0	0	0	0	5	0	4	9	1	2	1	3	7	0	1	0	12	13	29
																ı					
08:00 AM	0	0	0	0	0	0	0	0	2	2	0	1	0	2	3	0	0	0	3	3	8
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	2	2	4
08:30 AM	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	0	0	10	10	13
08:45 AM	0	0	0	0	0	0	1	0	3	4	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	0	0	0	0	2	0	5	7	2	1	0	4	7	0	0	0	15	15	29
Grand Total	0	0	0	0	0	0	7	0	9	16	3	3	1	7	14	0	1	0	27	28	58
Apprch %	0	0	0	0		0	43.8	0	56.2		21.4	21.4	7.1	50		0	3.6	0	96.4		
Total %	0	0	0	0	0	0	12.1	0	15.5	27.6	5.2	5.2	1.7	12.1	24.1	0	1.7	0	46.6	48.3	

Counted by: JH Counter No: 1689 Weather: CLEAR

Comments:

File Name : NE_116a13 Site Code : 00061301 Start Date : 6/13/2013



Counted by: JH Counter No: 1689 Weather: CLEAR

Comments:

File Name: NE_116a13

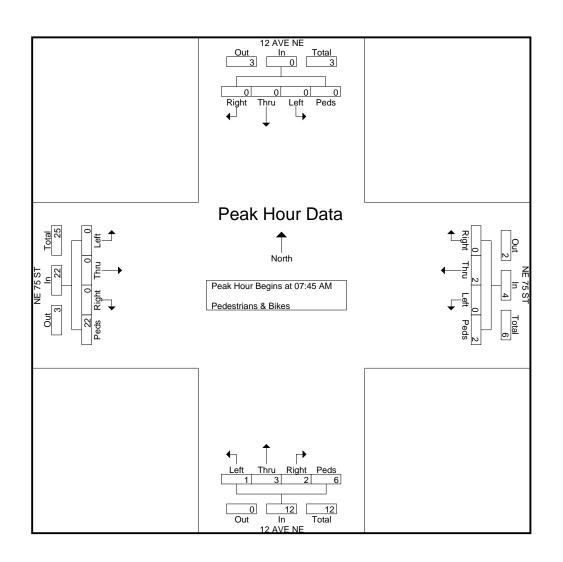
Site Code : 00061301 Start Date : 6/13/2013

		12	AVE	NE			N	E 75 S	ST			12	AVE	NE			N	E 75 S	ST		
		Fr	om No	rth			Fı	rom E	ast			Fr	om So	uth			Fr	om W	est		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour A	nalysi	s From	07:00	AM to	o 08:45	AM - F	Peak 1	of 1													
Peak Hour fo	or Enti	re Inte	rsectio	n Begi	ns at 07	:45 AN	1														
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	2	1	2	5	0	0	0	7	7	13
08:00 AM	0	0	0	0	0	0	0	0	2	2	0	1	0	2	3	0	0	0	3	3	8
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	2	2	4
08:30 AM	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	0	0	10	10	13
Total Volume	0	0	0	0	0	0	2	0	2	4	2	3	1	6	12	0	0	0	22	22	38
% App. Total	0	0	0	0		0	50	0	50		16.7	25	8.3	50		0	0	0	100		
PHF		.000	.000	.000	.000	.000	.500	.000	.250	.500	.250	.375	.250	.750	.600	.000	.000	.000	.550	.550	.731

Counted by: JH Counter No: 1689 Weather: CLEAR

Comments:

File Name : NE_116a13 Site Code : 00061301 Start Date : 6/13/2013



Counted by: BR Counter No: 1023 Weather: SUNNY

Comments:

File Name: NE_116p13

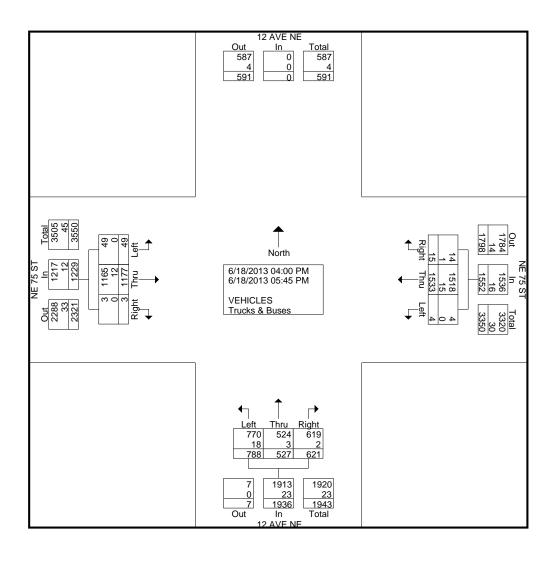
Site Code : 00061803 Start Date : 6/18/2013

Page No : 1

Groups Printed- VEHICLES - Trucks & Buses

		NE 7	5 ST	•		12 AV	E NE			NE 7	5 ST		
		From	East			From	South			From	West		_
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left /	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	2	176	0	178	63	57	72	192	0	158	3	161	531
04:15 PM	0	191	0	191	43	50	75	168	0	135	9	144	503
04:30 PM	0	166	3	169	56	68	83	207	2	136	8	146	522
04:45 PM	2	212	0	214	75	64	94	233	11	150	5	156	603
Total	4	745	3	752	237	239	324	800	3	579	25	607	2159
ı				ı				1				1	
05:00 PM	5	199	0	204	96	72	105	273	0	170	6	176	653
05:15 PM	1	174	0	175	86	59	105	250	0	137	6	143	568
05:30 PM	3	215	1	219	107	76	124	307	0	142	7	149	675
05:45 PM	2	200	0	202	95	81	130	306	0	149	5	154	662
Total	11	788	1	800	384	288	464	1136	0	598	24	622	2558
Grand Total	15	1533	4	1552	621	527	788	1936	3	1177	49	1229	4717
Apprch %	13	98.8	0.3	1002	32.1	27.2	40.7	1330	0.2	95.8	4	1225	7/1/
Total %	0.3	32.5	0.1	32.9	13.2	11.2	16.7	41	0.2	25	1	26.1	
VEHICLES	14	1518	4	1536	619	524	770	1913	3	1165	49	1217	4666
% VEHICLES	93.3	99	100	99	99.7	99.4	97.7	98.8	100	99	100	99	98.9
Trucks & Buses	<u></u>	15	0	16	2	3	18	23	0	12	0	12	51
% Trucks & Buses	6.7	1	0	1	0.3	0.6	2.3	1.2	0	1	0	1	1.1

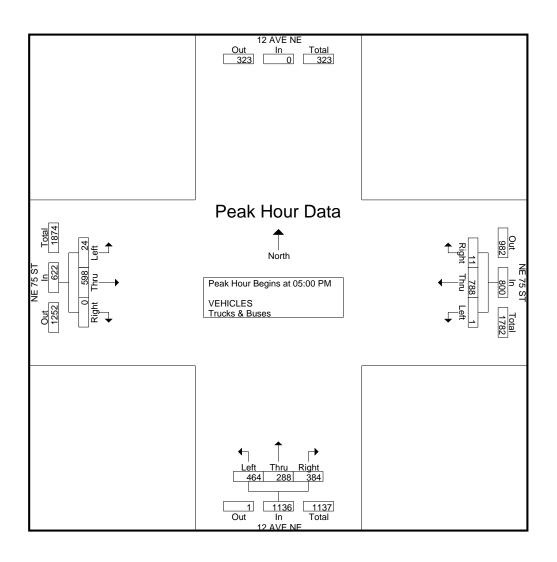
Counted by: BR Counter No: 1023 Weather: SUNNY Comments: File Name : NE_116p13 Site Code : 00061803 Start Date : 6/18/2013 Page No : 2



Counted by: BR Counter No: 1023 Weather: SUNNY Comments: File Name : NE_116p13 Site Code : 00061803 Start Date : 6/18/2013

		NE 7					VE NE South				75 ST n West		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analys	is From 0	4:00 PM t	to 05:45	PM - Peak	1 of 1								
Peak Hour for Ent	ire Inters	ection Beg	gins at 0	5:00 PM									
05:00 PM	5	199	0	204	96	72	105	273	0	170	6	176	653
05:15 PM	1	174	0	175	86	59	105	250	0	137	6	143	568
05:30 PM	3	215	1	219	107	76	124	307	0	142	7	149	675
05:45 PM	2	200	0	202	95	81	130	306	0	149	5	154	662
Total Volume	11	788	1	800	384	288	464	1136	0	598	24	622	2558
% App. Total	1.4	98.5	0.1		33.8	25.4	40.8		0	96.1	3.9		
PHF	.550	.916	.250	.913	.897	.889	.892	.925	.000	.879	.857	.884	.947

Counted by: BR Counter No: 1023 Weather: SUNNY Comments: File Name : NE_116p13 Site Code : 00061803 Start Date : 6/18/2013 Page No : 4



Counted by: BR Counter No: 1023 Weather: SUNNY

Comments:

File Name: NE_116p13

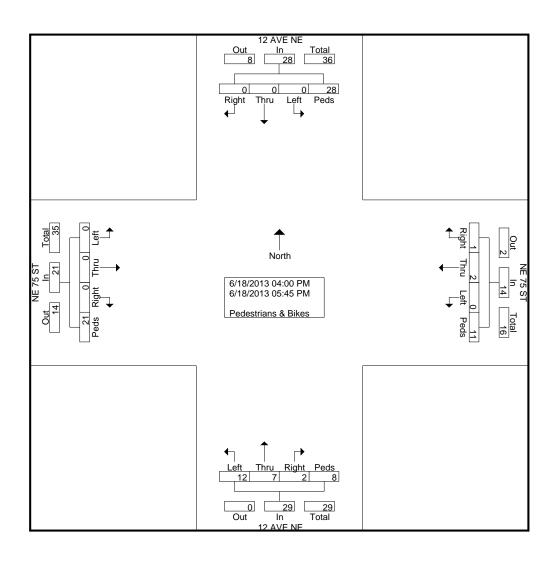
Site Code : 00061803 Start Date : 6/18/2013

Page No : 1

Groups Printed- Pedestrians & Bikes

		12	AVE	NE			N	E 75	ST			12	AVE	NE			N	E 75	ST		
		Fro	om N	orth			Fr	om E	ast			Fre	om So	outh			Fr	om W	est		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	3	3	0	0	0	2	2	0	1	2	1	4	0	0	0	3	3	12
04:15 PM	0	0	0	3	3	0	0	0	2	2	0	2	2	1	5	0	0	0	3	3	13
04:30 PM	0	0	0	3	3	0	1	0	0	1	1	1	0	0	2	0	0	0	4	4	10
04:45 PM	0	0	0	4	4	1	0	0	1	2	0	1	1	0	2	0	0	0	1	1	9
Total	0	0	0	13	13	1	1	0	5	7	1	5	5	2	13	0	0	0	11	11	44
																1					
05:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	4	3	7	0	0	0	2	2	10
05:15 PM	0	0	0	7	7	0	1	0	0	1	1	2	0	1	4	0	0	0	2	2	14
05:30 PM	0	0	0	3	3	0	0	0	4	4	0	0	3	0	3	0	0	0	2	2	12
05:45 PM	0	0	0	4	4	0	0	0	2	2	0	0	0	2	2	0	0	0	4	4	12
Total	0	0	0	15	15	0	1	0	6	7	1	2	7	6	16	0	0	0	10	10	48
Grand Total	0	0	0	28	28	1	2	0	11	14	2	7	12	8	29	0	0	0	21	21	92
Apprch %	0	0	0	100		7.1	14.3	0	78.6		6.9	24.1	41.4	27.6		0	0	0	100		
Total %	0	0	0	30.4	30.4	1.1	2.2	0	12	15.2	2.2	7.6	13	8.7	31.5	0	0	0	22.8	22.8	

Counted by: BR Counter No: 1023 Weather: SUNNY Comments: File Name : NE_116p13 Site Code : 00061803 Start Date : 6/18/2013 Page No : 2

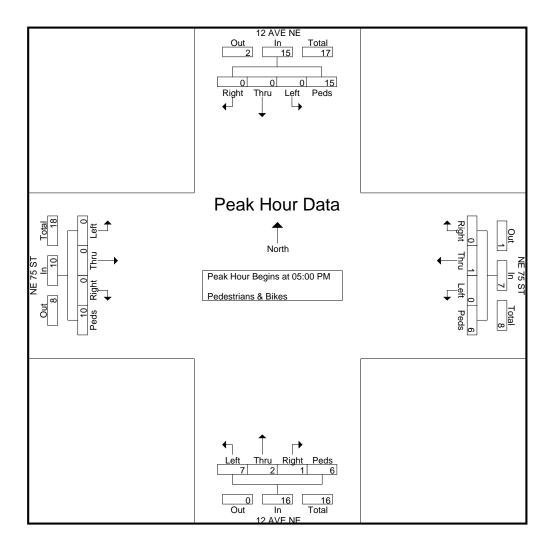


Counted by: BR Counter No: 1023 Weather: SUNNY Comments: File Name : NE_116p13 Site Code : 00061803 Start Date : 6/18/2013

		12	AVE	NE			N	IE 75	ST			12	AVE	NE			N	E 75	ST		
		Fre	om No	orth			Fr	om E	ast			Fre	om So	outh			Fr	om W	est		
Start	Rig	Thr	l of	Ped		Rig	Thr	Left	Ped	App.	Rig	Thr	l of	Ped	App.	Rig	Thr	Left	Ped	App.	Int.
Time	ht	u	Left	s	App. Total	ht	u	Leit	s	Total	ht	u	Left	s	Total	ht	u	Leit	s	Total	Total
Peak Hour /	Analys	is Fro	m 04:	00 PM	l to 05:	45 PM	l - Pea	ak 1 o	f 1												
Peak Hour f	or Ent	ire Int	ersec	tion Be	egins a	t 05:00) PM														
05:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	4	3	7	0	0	0	2	2	10
05:15 PM	0	0	0	7	7	0	1	0	0	1	1	2	0	1	4	0	0	0	2	2	14
05:30 PM	0	0	0	3	3	0	0	0	4	4	0	0	3	0	3	0	0	0	2	2	12
05:45 PM	0	0	0	4	4	0	0	0	2	2	0	0	0	2	2	0	0	0	4	4	12
Total Volume	0	0	0	15	15	0	1	0	6	7	1	2	7	6	16	0	0	0	10	10	48
% App. Total	0	0	0	100		0	14.3	0	85.7		6.2	12.5	43.8	37.5		0	0	0	100		
PHF	.000	.000	.000	.536	.536	.000	.250	.000	.375	.438	.250	.250	.438	.500	.571	.000	.000	.000	.625	.625	.857

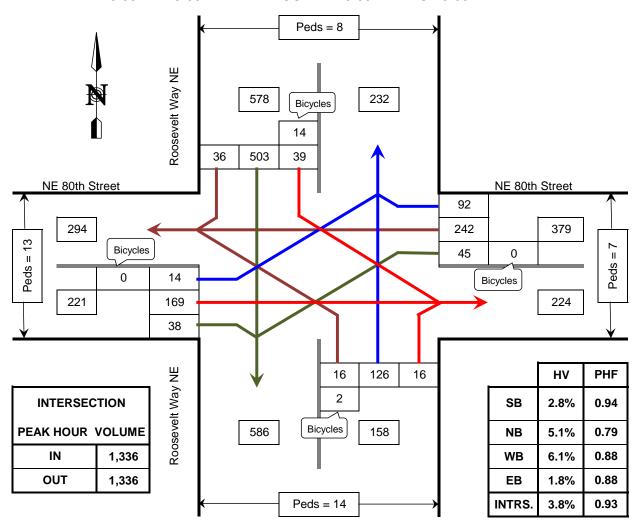
Counted by: BR Counter No: 1023 Weather: SUNNY Comments:

File Name: NE_116p13 Site Code : 00061803 Start Date : 6/18/2013





8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



PHF = Peak Hour Factor HV = Heavy Vehicles

Roosevelt Way NE @ NE 80th Street

Seattle, WA

COUNTED BY: SN DATE OF COUNT: Wed. 2/4/15

REDUCED BY: CN TIME OF COUNT: 8:00 AM - 9:00 AM

REDUCTION DATE: Sat. 2/7/15 WEATHER: Rainy



LOCATION:	Roosevelt Way NE @ NE 80th Street	DATE OF COUNT:	Wed. 2/4/15	COUNTED BY:	SN
	Seattle, WA	TIME OF COUNT:	8:00 AM - 9:00 AM	WEATHER:	Rainy

TIME INTERVAL ENDING			FROM NO						FROM SO						FROM E		I				FROM W		١		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	4	4	8	11	124	4	4	0	1	8	30	4	4	8	0	8	45	23	6	0	0	1	38	4	300
08:30 AM	2	6	5	8	127	13	5	5	1	1	33	2	2	5	0	14	67	27	4	1	0	3	43	17	355
08:45 AM	1	3	0	12	133	8	2	3	0	5	37	8	1	6	0	12	69	17	2	0	0	6	48	6	361
09:00 AM	1	3	1	8	119	11	3	0	0	2	26	2	0	4	0	11	61	25	1	3	0	4	40	11	320
PEAK HOUR TOTALS	8	16	14	39	503	36	14	8	2	16	126	16	7	23	0	45	242	92	13	4	0	14	169	38	INTERSECTION
ALL MOVEMENTS				578						158						379						221			1336
% HV				2.8%						5.1%						6.1%						1.8%			3.8%
PEAK HOUR FACTOR				0.94						0.79						0.88						0.88			0.93

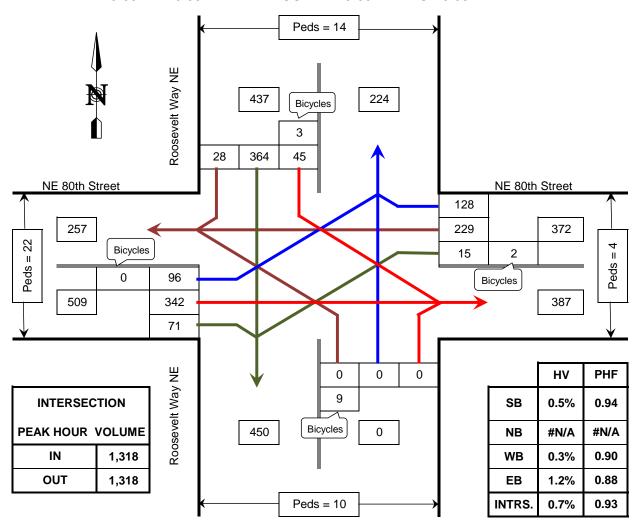
PHF = Peak Hour Factor 8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM

REDUCED BY: CN DATE OF REDUCTION: 2/7/2015

			FDOM NO	DTUO					FROM CO	UTU O					FDOME	ACT ON			1		FDOM W	FOT 01			
			FROM NO Roosevel						FROM SC Roosevelt						FROM E		ı				FROM W		•		INTERVAL
			(OOSEVE)	· way iv					(OOSEVEII	way iv	_				142 000	i otieet					NE OOU	Jueer			TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0 0 0 0 0						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	8	16	14	39	503	36	14	8	2	16	126	16	7	23	0	45	242	92	13	4	0	14	169	38	1336



5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



PHF = Peak Hour Factor HV = Heavy Vehicles

Roosevelt Way NE @ NE 80th Street

Seattle, WA

COUNTED BY: SN DATE OF COUNT: Wed. 2/4/15

REDUCED BY: CN TIME OF COUNT: 5:00 PM - 6:00 PM

REDUCTION DATE: Sat. 2/7/15 WEATHER: Rainy



LOCATION:	Roosevelt Way NE @ NE 80th Street	DATE OF COUNT:	Wed. 2/4/15	COUNTED BY:	SN
	Seattle, WA	TIME OF COUNT:	5:00 PM - 6:00 PM	WEATHER:	Rainy

TIME			FROM NO	RTH O	N				FROM S	OUTH O	N				FROM E	AST ON	I				FROM W	EST O	١		
INTERVAL ENDING		ı	Roosevel	Way N	E			ı	Roosevel	t Way N	E				NE 80th	Street					NE 80th	Street			INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	3	0	1	7	83	8	5	0	2	0	0	0	2	0	0	3	65	35	6	1	0	23	75	13	312
05:30 PM	5	1	1	13	90	8	0	0	2	0	0	0	0	0	2	7	52	28	9	5	0	31	73	14	316
05:45 PM	1	0	1	16	90	6	3	0	2	0	0	0	2	1	0	1	57	39	2	0	0	23	100	21	353
06:00 PM	5	1	0	9	101	6	2	0	3	0	0	0	0	0	0	4	55	26	5	0	0	19	94	23	337
PEAK HOUR TOTALS	14	2	3	45	364	28	10	0	9	0	0	0	4	1	2	15	229	128	22	6	0	96	342	71	INTERSECTION
ALL MOVEMENTS		437 0.5%								0 #1//						372						509			1318
% HV	1 111									#N/A						0.3%						1.2%			0.7%
PEAK HOUR FACTOR	0.94									#N/A						0.90						0.88			0.93

PHF = Peak Hour Factor 5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM

REDUCED BY: CN DATE OF REDUCTION: 2/7/2015

			FROM NO	ORTH O	N				FROM SC	OHTU	N				FROM E	AST ON	l				FROM W	EST O	١		
			Roosevel	t Way N	ΙE				Roosevel	Way N	E				NE 80th	Street					NE 80th	Street			INTERVAL
																									TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0 0 0 0 0					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	14							0	9	0	0	0	4	1	2	15	229	128	22	6	0	96	342	71	1318

Counted by: JH Counter No: 1693

Weather: SUNNY/CLOUDY

Comments:

File Name: NE_156ao10

Site Code : 00031501 Start Date : 3/25/2010

Page No : 1

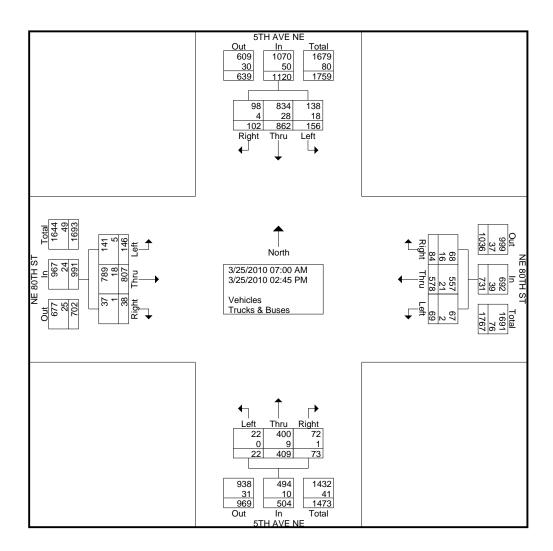
Groups Printed- Vehicles - Trucks & Buses

						GIO	oups Pillio	ed- venicies -	TTUCKS & DI	ises							
		5TH A	VE NE			NE 80	TH ST			5TH A	VE NE			NE 80	TH ST		
		From 1	North			From	East			From				From	West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	38	3	45	0	23	3	26	1	23	1	25	3	29	2	34	130
07:15 AM	7	45	9	61	3	38	7	48	1	20	5	26	11	49	1	61	196
07:30 AM	12	79	5	96	6	38	2	46	1	35	7	43	8	59	4	71	256
07:45 AM	12	73	7	92	8	59	8	75	4	29	7	40	11	52	3	66	273
Total	35	235	24	294	17	158	20	195	7	107	20	134	33	189	10	232	855
08:00 AM	10	80	11	101	5	89	5	99	0	25	6	31	11	82	2	95	326
08:15 AM	17	78	15	110	10	45	5	60	3	28	7	38	17	95	5	117	325
08:30 AM	6	69	4	79	14	45	11	70	3	35	4	42	12	89	9	110	301
08:45 AM	11	72	11	94	11	55	12	78	3	30	10	43	12	86	2	100	315
Total	44	299	41	384	40	234	33	307	9	118	27	154	52	352	18	422	1267
02:00 PM	14	70	8	92	2	39	6	47	0	44	8	52	20	59	3	82	273
02:15 PM	16	68	9	93	2	42	8	52	1	37	3	41	20	70	3	93	279
02:30 PM	22	85	7	114	5	50	9	64	3	50	8	61	16	69	1	86	325
02:45 PM	25	105	13	143	3	55	8	66	2	53	7	62	5	68	3	76	347
Total	77	328	37	442	12	186	31	229	6	184	26	216	61	266	10	337	1224
Total	, , ,	320	31	772	12	100	31	22)	O	104	20	210	01	200	10	337	1224
Grand Total	156	862	102	1120	69	578	84	731	22	409	73	504	146	807	38	991	3346
Apprch %	13.9	77	9.1		9.4	79.1	11.5		4.4	81.2	14.5		14.7	81.4	3.8		
Total %	4.7	25.8	3	33.5	2.1	17.3	2.5	21.8	0.7	12.2	2.2	15.1	4.4	24.1	1.1	29.6	
Vehicles	138	834	98	1070	67	557	68	692	22	400	72	494	141	789	37	967	3223
% Vehicles	88.5	96.8	96.1	95.5	97.1	96.4	81	94.7	100	97.8	98.6	98	96.6	97.8	97.4	97.6	96.3
Trucks & Buses	18	28	4	50	2	21	16	39	0	9	1	10	5	18	1	24	123
% Trucks & Buses	11.5	3.2	3.9	4.5	2.9	3.6	19	5.3	0	2.2	1.4	2	3.4	2.2	2.6	2.4	3.7

Counted by: JH Counter No: 1693

Weather: SUNNY/CLOUDY

Comments:



File Name: NE_156ao10

Site Code : 00031501 Start Date : 3/25/2010

Counted by: JH Counter No: 1693

Weather: SUNNY/CLOUDY

Comments:

File Name: NE_156ao10

Site Code : 00031501 Start Date : 3/25/2010

		5TH A				NE 80					VE NE			NE 80			
		From 1				From				From				From			
Start Time	Left	Thru		App. Total	Left	Thru	Right	App. Total	Left	Thru	Right A	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis Fro	om 07:00 AN	I to 08:45	AM - Peak	1 of 1													
Peak Hour for Entire In	ntersection B	egins at 08	:00 AM														
08:00 AM	10	80	11	101	5	89	5	99	0	25	6	31	11	82	2	95	326
08:15 AM	17	78	15	110	10	45	5	60	3	28	7	38	17	95	5	117	325
08:30 AM	6	69	4	79	14	45	11	70	3	35	4	42	12	89	9	110	301
08:45 AM	11	72	11	94	11	55	12	78	3	30	10	43	12	86	2	100	315
Total Volume	44	299	41	384	40	234	33	307	9	118	27	154	52	352	18	422	1267
% App. Total	11.5	77.9	10.7		13	76.2	10.7		5.8	76.6	17.5		12.3	83.4	4.3		
PHF	.647	.934	.683	.873	.714	.657	.688	.775	.750	.843	.675	.895	.765	.926	.500	.902	.972
Vehicles	38	286	38	362	38	223	26	287	9	117	26	152	52	343	18	413	1214
% Vehicles	86.4	95.7	92.7	94.3	95.0	95.3	78.8	93.5	100	99.2	96.3	98.7	100	97.4	100	97.9	95.8
Trucks & Buses	6	13	3	22	2	11	7	20	0	1	1	2	0	9	0	9	53
% Trucks & Buses	13.6	4.3	7.3	5.7	5.0	4.7	21.2	6.5	0	0.8	3.7	1.3	0	2.6	0	2.1	4.2
Peak Hour Analysis Fro	m 02:00 PM	to 02:45 PI	M - Peak 1	of 1													
Peak Hour for Entire In				01 1													
02:00 PM	14	70	8	92	2	39	6	47	0	44	8	52	20	59	3	82	273
02:15 PM	16	68	9	93	2	42	8	52	1	37	3	41	20	70	3	93	279
02:30 PM	22	85	7	114	5	50	9	64	3	50	8	61	16	69	1	86	325
02:45 PM	25	105	13	143	3	55	8	66	2	53	7	62	5	68	3	76	347
Total Volume	77	328	37	442	12	186	31	229	6	184	26	216	61	266	10	337	1224
% App. Total	17.4	74.2	8.4		5.2	81.2	13.5		2.8	85.2	12		18.1	78.9	3		
PHF	.770	.781	.712	.773	.600	.845	.861	.867	.500	.868	.813	.871	.763	.950	.833	.906	.882
Vehicles	70	317	36	423	12	183	28	223	6	180	26	212	59	260	9	328	1186
% Vehicles	90.9	96.6	97.3	95.7	100	98.4	90.3	97.4	100	97.8	100	98.1	96.7	97.7	90.0	97.3	96.9
Trucks & Buses	7	11	1	19	0	3	3	6	0	4	0	4	2	6	1	9	38
% Trucks & Buses	9.1	3.4	2.7	4.3	0	1.6	9.7	2.6	0	2.2	0	1.9	3.3	2.3	10.0	2.7	3.1

Counted by : BR Counter No : 1690 Weather : SUNNY

Comments:

File Name: NE_156p10

Site Code : 00033103 Start Date : 3/31/2010

Page No : 1

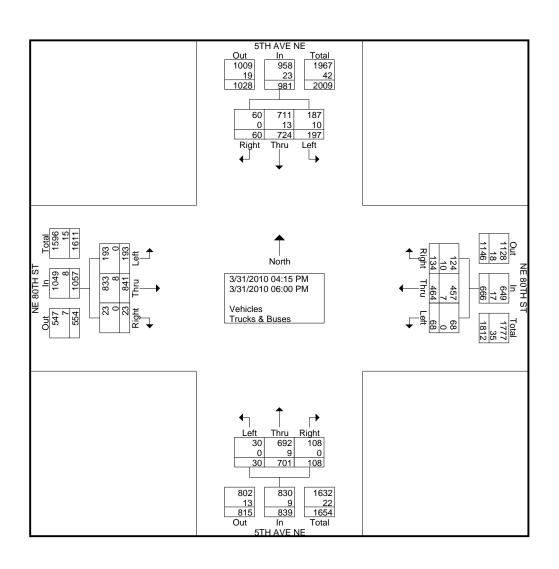
Groups Printed- Vehicles - Trucks & Buses

			5TH A\	/E NE			NE 80	TH ST			5TH A	VE NE			NE 80	TH ST		
			From	North			From	East			From	South			From			
	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
	04:15 PM	20	82	8	110	8	60	18	86	2	62	7	71	22	91	1	114	381
	04:30 PM	19	85	4	108	10	45	17	72	8	95	12	115	33	93	3	129	424
	04:45 PM	24	91	7	122	13	51	13	77	4	89	14	107	25	100	2	127	433
	Total	63	258	19	340	31	156	48	235	14	246	33	293	80	284	6	370	1238
	05:00 PM	28	92	9	129	7	58	18	83	5	94	16	115	21	113	3	137	464
	05:15 PM	23	91	3	117	11	70	20	101	1	99	14	114	23	114	3	140	472
	05:30 PM	24	98	13	135	4	69	15	88	1	99	13	113	19	111	5	135	471
	05:45 PM	35	92	10	137	10	41	16	67	4	84	14	102	27	105	3	135	441
_	Total	110	373	35	518	32	238	69	339	11	376	57	444	90	443	14	547	1848
	06:00 PM	24	93	6	123	5	70	17	92	5	79	18	102	23	114	3	140	457
	Grand Total	197	724	60	981	68	464	134	666	30	701	108	839	193	841	23	1057	3543
	Apprch %	20.1	73.8	6.1		10.2	69.7	20.1		3.6	83.6	12.9		18.3	79.6	2.2		
	Total %	5.6	20.4	1.7	27.7	1.9	13.1	3.8	18.8	0.8	19.8	3	23.7	5.4	23.7	0.6	29.8	
_	Vehicles	187	711	60	958	68	457	124	649	30	692	108	830	193	833	23	1049	3486
	% Vehicles	94.9	98.2	100	97.7	100	98.5	92.5	97.4	100	98.7	100	98.9	100	99	100	99.2	98.4
_	Trucks & Buses	10	13	0	23	0	7	10	17	0	9	0	9	0	8	0	8	57
	% Trucks & Buses	5.1	1.8	0	2.3	0	1.5	7.5	2.6	0	1.3	0	1.1	0	1	0	0.8	1.6

Counted by : BR Counter No : 1690 Weather : SUNNY

Comments:

File Name : NE_156p10 Site Code : 00033103 Start Date : 3/31/2010



Counted by : BR Counter No : 1690 Weather : SUNNY

Comments:

File Name: NE_156p10

Site Code : 00033103 Start Date : 3/31/2010

		5TH A\	/E NE			NE 80	TH ST			5TH A	VE NE			NE 80	TH ST		
		From	North			From	East			From	South			From	West		
Start Time	Left	Thru	Right A	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis F	From 04:15	PM to 06:	00 PM - Pe	eak 1 of 1													
Peak Hour for Entire	Intersection	n Begins a	t 05:00 PM														
05:00 PM	28	92	9	129	7	58	18	83	5	94	16	115	21	113	3	137	464
05:15 PM	23	91	3	117	11	70	20	101	1	99	14	114	23	114	3	140	472
05:30 PM	24	98	13	135	4	69	15	88	1	99	13	113	19	111	5	135	471
05:45 PM	35	92	10	137	10	41	16	67	4	84	14	102	27	105	3	135	441_
Total Volume	110	373	35	518	32	238	69	339	11	376	57	444	90	443	14	547	1848
% App. Total	21.2	72	6.8		9.4	70.2	20.4		2.5	84.7	12.8		16.5	81	2.6		
PHF	.786	.952	.673	.945	.727	.850	.863	.839	.550	.949	.891	.965	.833	.971	.700	.977	.979
Vehicles	105	368	35	508	32	235	61	328	11	373	57	441	90	439	14	543	1820
% Vehicles	95.5	98.7	100	98.1	100	98.7	88.4	96.8	100	99.2	100	99.3	100	99.1	100	99.3	98.5
Trucks & Buses	5	5	0	10	0	3	8	11	0	3	0	3	0	4	0	4	28
% Trucks & Buses	4.5	1.3	0	1.9	0	1.3	11.6	3.2	0	8.0	0	0.7	0	0.9	0	0.7	1.5

Counted by : BR Counter No : 1690 Weather : SUNNY

Comments:

File Name: NE_156p10

Site Code : 00033103 Start Date : 3/31/2010

Page No : 1

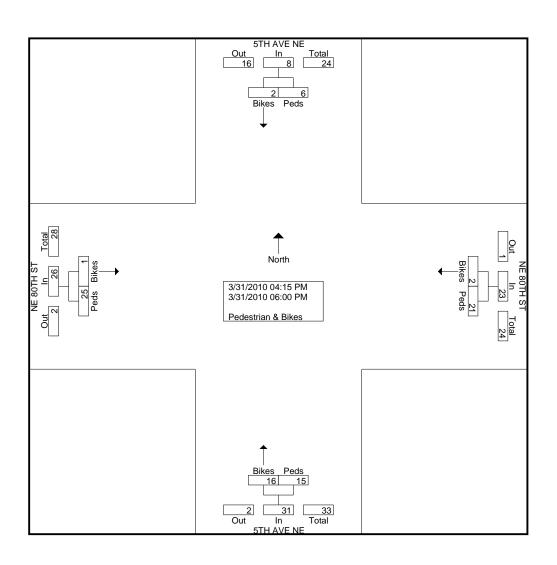
Groups Printed- Pedestrian & Bikes

	5	TH AVE NE		١	NE 80TH ST			TH AVE NE		N	IE 80TH ST		
		From North			From East			From South			From West		
Start Time	Bikes	Peds	App. Total	Int. Total									
04:15 PM	1	0	1	2	0	2	0	0	0	0	0	0	3
04:30 PM	0	3	3	0	3	3	2	2	4	0	6	6	16
04:45 PM	0	0	0	0	4	4	0	6	6	0	2	2	12
Total	1	3	4	2	7	9	2	8	10	0	8	8	31
05:00 PM	0	0	0	0	4	4	0	1	1	1	3	4	9
05:15 PM	1	1	2	0	5	5	6	2	8	0	4	4	19
05:30 PM	0	1	1	0	3	3	2	0	2	0	1	1	7
05:45 PM	0	0	0	0	2	2	4	11	5	0	1	1	8
Total	1	2	3	0	14	14	12	4	16	1	9	10	43
06:00 PM	0	1	1	0	0	0	2	3	5	0	8	8	14
Grand Total	2	6	8	2	21	23	16	15	31	1	25	26	88
Apprch %	25	75		8.7	91.3		51.6	48.4		3.8	96.2		
Total %	2.3	6.8	9.1	2.3	23.9	26.1	18.2	17	35.2	1.1	28.4	29.5	

Counted by : BR Counter No : 1690 Weather : SUNNY

Comments:

File Name : NE_156p10 Site Code : 00033103 Start Date : 3/31/2010



Counted by: BR Counter No: 1690 Weather: SUNNY

Comments:

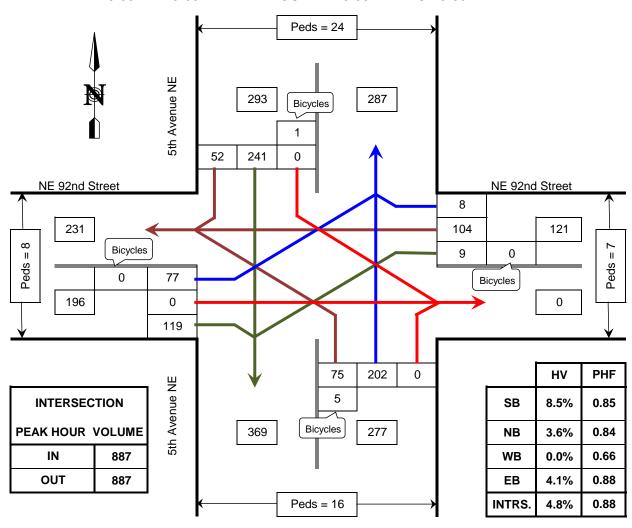
Start Date : 3/31/2010

File Name: NE_156p10 Site Code : 00033103

		5TH AVE NE			NE 80TH ST	-		5TH AVE NE			NE 80TH ST	•	
		From North			From East			From South			From West		
Start Time	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Int. Total
Peak Hour Analysis From	n 04:15 PM to	06:00 PM - Pe	eak 1 of 1										
Peak Hour for Entire Inte	rsection Begin	s at 04:30 PM	1										
04:30 PM	0	3	3	0	3	3	2	2	4	0	6	6	16
04:45 PM	0	0	0	0	4	4	0	6	6	0	2	2	12
05:00 PM	0	0	0	0	4	4	0	1	1	1	3	4	9
05:15 PM	1	1	2	0	5	5	6	2	8	0	4	4	19_
Total Volume	1	4	5	0	16	16	8	11	19	1	15	16	56
% App. Total	20	80		0	100		42.1	57.9		6.2	93.8		
PHF	250	333	<i>4</i> 17	000	800	800	333	458	504	250	625	667	737



8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



PHF = Peak Hour Factor HV = Heavy Vehicles

NE 92nd Street @ 5th Avenue NE

Seattle, WA

COUNTED BY: JH DATE OF COUNT: Thu. 1/29/15

REDUCED BY: CN TIME OF COUNT: 8:00 AM - 9:00 AM

REDUCTION DATE: Sat. 2/7/15 WEATHER: Sunny



LOCATION:	NE 92nd Street @ 5th Avenue NE	DATE OF COUNT:	Thu. 1/29/15	COUNTED BY:	JH
	Seattle WA	TIME OF COUNT:	8:00 AM - 9:00 AM	WEATHER:	Sunny

TIME INTERVAL ENDING			FROM No					ļ	FROM So						FROM E		ı				FROM W		-		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	н٧	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	12	7	1	0	73	13	6	2	3	16	51	0	2	0	0	0	21	2	5	2	0	24	0	32	232
08:30 AM	6	9	0	0	63	14	2	3	0	22	45	0	1	0	0	3	29	2	2	2	0	20	0	28	226
08:45 AM	3	2	0	0	52	6	7	3	1	17	44	0	2	0	0	3	14	1	1	1	0	16	0	24	177
09:00 AM	3	7	0	0	53	19	1	2	1	20	62	0	2	0	0	3	40	3	0	3	0	17	0	35	252
PEAK HOUR TOTALS	24	25	1	0	241	52	16	10	5	75	202	0	7	0	0	9	104	8	8	8	0	77	0	119	INTERSECTION
ALL MOVEMENTS				293		, ,	. •			277						121						196			887
% HV				8.5%			3.6%								0.0%						4.1%			4.8%	
PEAK HOUR FACTOR				0.85			0.076 0.076 4.176 0.84 0.66 0.88							0.88											

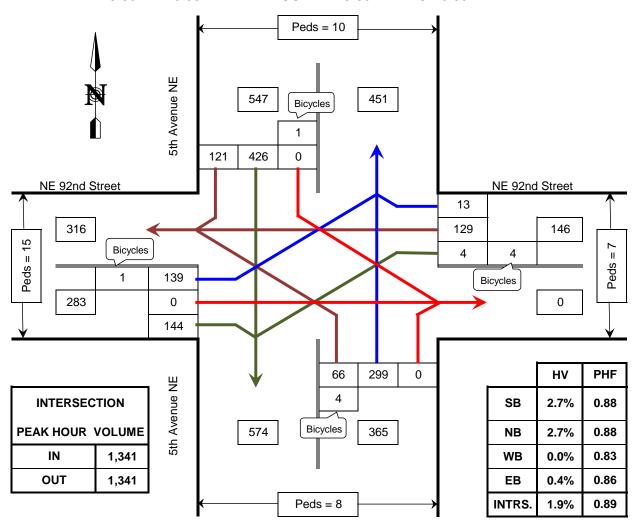
PHF = Peak Hour Factor 8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM

REDUCED BY: CN DATE OF REDUCTION: 2/7/2015

			FROM NO	ORTH O	N				FROM SC	UTH O	N				FROM E	AST ON	l				FROM W	EST O	1		
			5th Ave	nue NE					5th Ave	nue NE					NE 92nd	d Street					NE 92nd	Street			INTERVAL
																									TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	24	25	1	0	241	52	16	10	5	75	202	0	7	0	0	9	104	8	8	8	0	77	0	119	887



5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



PHF = Peak Hour Factor HV = Heavy Vehicles

NE 92nd Street @ 5th Avenue NE

Seattle, WA

COUNTED BY: JH DATE OF COUNT: Thu. 1/29/15

REDUCED BY: CN TIME OF COUNT: 5:00 PM - 6:00 PM

REDUCTION DATE: Sat. 2/7/15 WEATHER: Sunny



LOCATION:	NE 92nd Street @ 5th Avenue NE	DATE OF COUNT:	Thu. 1/29/15	COUNTED BY:	JH
	Seattle WA	TIME OF COUNT:	5:00 PM - 6:00 PM	WEATHER:	Sunny

TIME			FROM N	ORTH O	N			-	FROM SO	о нти	N				FROM E	AST ON	1				FROM W	EST OF	N		
INTERVAL			5th Ave	nue NE					5th Ave	nue NE					NE 92nd	l Street					NE 92nd	d Street			INTERVAL
ENDING																									TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0		0			0		0				0		0				0				0	0	0
			0		0	0		0		0	0	0		0		0	0	0		0	0	0			-
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	7	0	0	113	23	2	5	1	17	81	0	3	0	0	3	31	1	5	0	0	33	0	40	342
05:30 PM	5	5	0	0	121	35	3	2	1	20	84	0	1	0	1	0	33	3	2	0	0	37	0	44	377
05:45 PM	1	1	1	0	96	32	2	1	2	12	76	0	1	0	2	1	38	5	5	1	1	40	0	42	342
06:00 PM	4	2	0	0	96	31	1	2	0	17	58	0	2	0	1	0	27	4	3	0	0	29	0	18	280
PEAK HOUR TOTALS	10	15	1	0	426	121	8	10	4	66	299	0	7	0	4	4	129	13	15	1	1	139	0	144	INTERSECTION
ALL MOVEMENTS				547						365						146						283			1341
% HV				2.7%				2.7%								0.0%						0.4%			1.9%
PEAK HOUR FACTOR				0.88						0.88						0.83						0.86			0.89

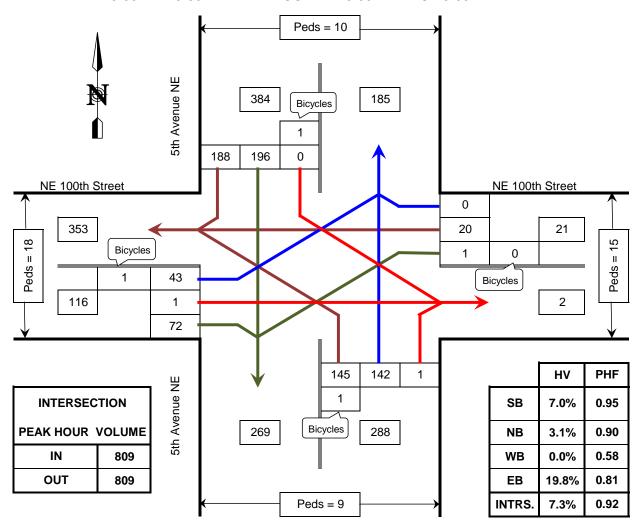
PHF = Peak Hour Factor 5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM

REDUCED BY: CN DATE OF REDUCTION: 2/7/2015

			FROM NO	ORTH O	N				FROM SC	UTH O	N				FROM E	AST ON					FROM W	FST ON			
			5th Ave						5th Ave		•				NE 92nd						NE 92nd				INTERVAL TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	10	15	1	0	426	121	8	10	4	66	299	0	7	0	4	4	129	13	15	1	1	139	0	144	1341



8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



PHF = Peak Hour Factor HV = Heavy Vehicles

5th Avenue NE @ NE 100th Street

Seattle, WA

COUNTED BY: SN DATE OF COUNT: Wed. 6/3/15

REDUCED BY: CN TIME OF COUNT: 8:00 AM - 9:00 AM

REDUCTION DATE: Sat. 2/7/15 WEATHER: Rainy



LOCATION:	5th Avenue NE @ NE 100th Street	DATE OF COUNT:	Wed. 6/3/15	COUNTED BY:	SN
	Seattle, WA	TIME OF COUNT:	8:00 AM - 9:00 AM	WEATHER:	Rainy

TIME INTERVAL ENDING			FROM NO						FROM So		N				FROM E						FROM W		-		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	2	8	0	0	56	38	3	1	1	47	28	0	3	0	0	0	5	0	8	5	1	7	0	17	198
08:30 AM	1	10	0	0	46	55	1	1	0	31	36	0	4	0	0	0	4	0	5	5	0	8	0	14	194
08:45 AM	4	4	1	0	48	45	4	3	0	31	34	1	6	0	0	1	2	0	2	7	0	13	0	23	198
09:00 AM	3	5	0	0	46	50	1	4	0	36	44	0	2	0	0	0	9	0	3	6	0	15	1	18	219
PEAK HOUR TOTALS	10	27	1	0	196	188	9	9	1	145	142	1	15	0	0	1	20	0	18	23	INTERSECTION				
ALL MOVEMENTS				384						288						21					809				
% HV				7.0%						3.1%						0.0%						19.8%			7.3%
PEAK HOUR FACTOR				0.95						0.90						0.58					0.92				

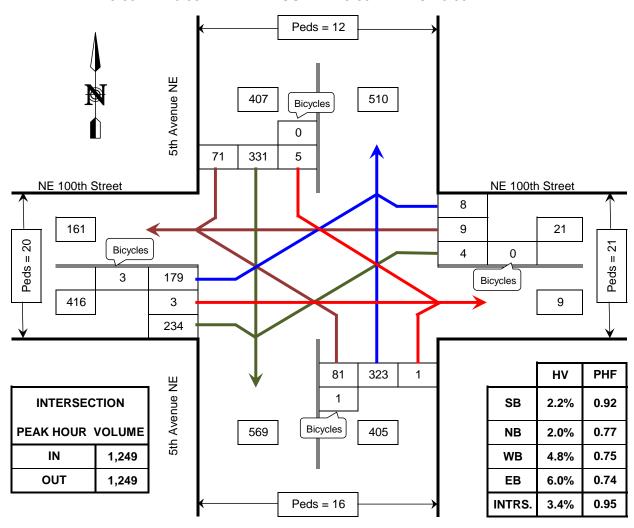
PHF = Peak Hour Factor	8:00 AM - 9:00 AM PEAK HOUR:	8:00 AM	TO 9:00 AM

REDUCED BY: CN DATE OF REDUCTION: 2/7/2015

			FROM NO	ORTH O	N				FROM SC	OUTH O	N				FROM E	AST ON					FROM W	EST OF	٧		
			5th Ave	nue NE					5th Ave	nue NE					NE 100t	h Street					NE 100th	Street			INTERVAL
																									TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	10	27	1	0	196	188	9	9	1	145	142	1	15	0	0	1	20	0	18	23	1	43	1	72	809



5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



PHF = Peak Hour Factor HV = Heavy Vehicles

5th Avenue NE @ NE 100th Street

Seattle, WA

COUNTED BY: SN DATE OF COUNT: Wed. 6/3/15

REDUCED BY: CN TIME OF COUNT: 5:00 PM - 6:00 PM

REDUCTION DATE: Wed. 6/3/15 WEATHER: Sunny



LOCATION:	5th Avenue NE @ NE 100th Street	DATE OF COUNT:	Wed. 6/3/15	COUNTED BY:	SN
	Seattle, WA	TIME OF COUNT:	5:00 PM - 6:00 PM	WEATHER:	Sunny

TIME			FROM NO	ORTH O	N				FROM SO	о нти	N				FROM E	AST ON	I				FROM W	EST OF	N		
INTERVAL			5th Ave	nue NE					5th Ave	nue NE					NE 100t	h Street					NE 100tl	n Street	:		INTERVAL
ENDING																							ı		TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0 0 0 0 0 0 0 0 0 0						0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	2	2		1	76	21	1	2	1	15	68	4	5	4	0	4	3		2	9	1		1	85	329
			0									1		1		1		2				55	1		
05:30 PM	5	2	0	0	84	16	3	_1_	0	23	78	0	5	0	0	0	3	1	2	7	0	48	1 .	57	311
05:45 PM	0	1	0	2	83	13	6	2	0	17	72	0	6	0	0	1	1	2	7	6	0	38	1	53	283
06:00 PM	5	4	0	2	88	21	6	3	0	26	105	0	5	0	0	2	2	3	9	3	2	38	0	39	326
PEAK HOUR TOTALS	12	9	0	5	331	71	16	8	1	81	323	1	21	1	0	4	9	8	20	25	INTERSECTION				
ALL MOVEMENTS				407						405						21						416			1249
% HV				2.2%						2.0%						4.8%						6.0%			3.4%
PEAK HOUR FACTOR				0.92						0.77						0.75						0.74			0.95

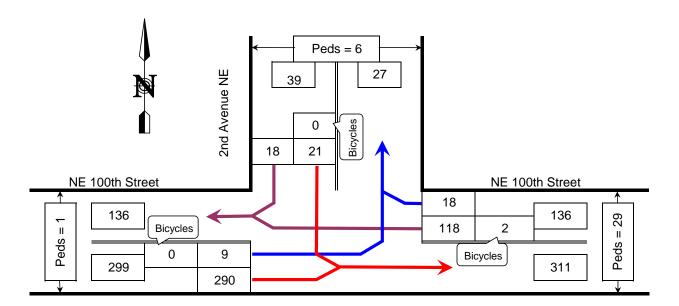
PHF = Peak Hour Factor 5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM

REDUCED BY: CN DATE OF REDUCTION: 6/3/2015

			FROM NO	DTH O	N				FROM SC	LITH O	N				FROM E	AST ON					FROM W	EST OF			
			5th Ave						5th Ave						NE 100t						NE 100ti				INTERVAL TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	12	9	0	5	331	71	16	8	1	81	323	1	21	1	0	4	9	8	20	25	3	179	3	234	1249



8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



INTERSECTION PEAK HOUR VOLUME IN 474												
PEAK HOUR VOLUME IN 474												
PEAK HOUR VOLUME												
OUT	474											

	HV	PHF
SB	100.0%	0.81
WB	17.6%	0.81
EB	4.0%	0.91
INTRS.	15.8%	0.90

HV = Heavy Vehicles PHF = Peak Hour Factor

2nd Avenue NE @ NE 100th Street

Seattle, WA

COUNTED BY: VT DATE OF COUNT: Thu. 6/4/15

REDUCED BY: CN TIME OF COUNT: 8:00 AM - 9:00 AM

REDUCTION DATE: Sat. 6/6/15 WEATHER: Sunny



LOCATION:	2nd Avenue NE @ NE 100th Street	DATE OF COUNT:	Thu. 6/4/15	COUNTED BY:	VT
	Seattle, WA	TIME OF COUNT:	8:00 AM - 9:00 AM	WEATHER:	Sunny

TIME INTERVAL			FROM No						FROM S	OUTH OI	N				FROM E						FROM W				INTERVAL
ENDING																		1							TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	3	11	0	7	0	4	0	0	0	0	0	0	7	6	1	0	28	5	0	2	0	2	74	0	120
08:30 AM	2	9	0	4	0	5	0	0	0	0	0	0	6	7	1	0	20	6	1	3	0	2	68	0	105
08:45 AM	1	12	0	7	0	5	0	0	0	0	0	0	9	5	0	0	31	4	0	4	0	4	67	0	118
09:00 AM	0	7	0	3	0	4	0	0	0	0	0	0	7	6	0	0	39	3	0	3	0	1	81	0	131
03.00 AW	U		0	3	"	-	0	- 0	- 0	<u> </u>	J	J		- 8		- 0	39	3	0	3		'	01	J	131
PEAK HOUR TOTALS	6	39	0	21	0	18	0	0	0	0	0	0	29	24	2	0	118	18	1	12	INTERSECTION				
ALL MOVEMENTS				39						0						136						299			474
% HV				100.0%)					#N/A						17.6%						4.0%			15.8%
PEAK HOUR FACTOR				0.81						#N/A						0.81						0.91			0.90

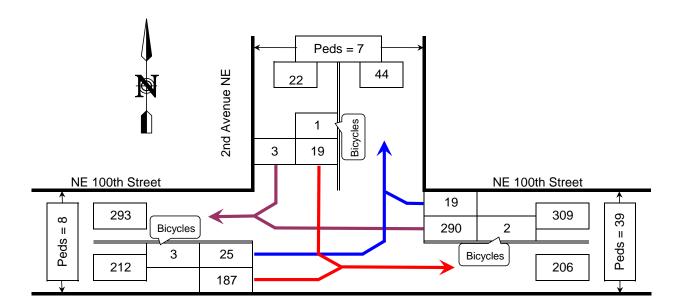
HF = Peak Hour Factor 8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM		
	PHF = Peak Hour Factor 8:00 AM - 9:00 AM PEAK HOUR	TO 9:00 AM

REDUCED BY: CN DATE OF REDUCTION: 6/6/2015

			EDOM N	DTU O			1		FDOM O	NITH O			1		FROM F	40T 01			1		FDOM W	ECT O			
			FROM NO	DRIHO	N				FROM SO	DIHO	N				FROM E	ASI ON	ı				FROM W	ESTO	N		
			2nd Ave	nue NE											NE 100t	h Street					NE 100t	n Street			INTERVAL
																									TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	6	39	0	21	0	18	0	0	0	0	0	0	29	24	2	0	118	18	1	12	0	9	290	0	474



5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



INTERSECT	ION								
PEAK HOUR VOLUME									
IN	543								
OUT	543								

	HV	PHF
SB	100.0%	0.69
WB	6.5%	0.82
EB	14.6%	0.84
INTRS.	13.4%	0.83

HV = Heavy Vehicles PHF = Peak Hour Factor

2nd Avenue NE @ NE 100th Street

Seattle, WA

COUNTED BY: VT DATE OF COUNT: Thu. 6/4/15

REDUCED BY: CN TIME OF COUNT: 5:00 PM - 6:00 PM

REDUCTION DATE: Sat. 6/6/15 WEATHER: Sunny



LOCATION:	2nd Avenue NE @ NE 100th Street	DATE OF COUNT:	Thu. 6/4/15	COUNTED BY:	VT
	Seattle, WA	TIME OF COUNT:	5:00 PM - 6:00 PM	WEATHER:	Sunny

TIME			FROM No				FROM SOUTH ON							FROM EAST ON NE 100th Street							INTERVAL				
ENDING AT	Peds	HV	Bicvcle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	TOTALS
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	8	0	6	0	2	0	0	0	0	0	0	17	5	0	0	82	4	3	10	1	7	41	0	142
05:30 PM	1	3	1	3	0	0	0	0	0	0	0	0	8	3	2	0	67	3	2	7	0	6	45	0	124
05:45 PM	4	7	0	6	0	1	0	0	0	0	0	0	5	6	0	0	88	6	2	11	0	9	54	0	164
06:00 PM	1	4	0	4	0	0	0	0	0	0	0	0	9	6	0	0	53	6	1	3	2	3	47	0	113
PEAK HOUR TOTALS	7	22	1	19	0	3	0	0	0	0	0	0	39	20	2	0	290	19	8	31	3	25	187	0	INTERSECTION
ALL MOVEMENTS		22 0							309							, J.	543								
% HV	100.0%						#N/A						6.5%					212 14.6%						13.4%	
PEAK HOUR FACTOR							#N/A						0.82							0.83					

	<u>-</u>			
PHF = Peak Hour Factor	5:00 PM - 6:00 PM PEAK HOUR:	5:00 PM	то	6:00 PM

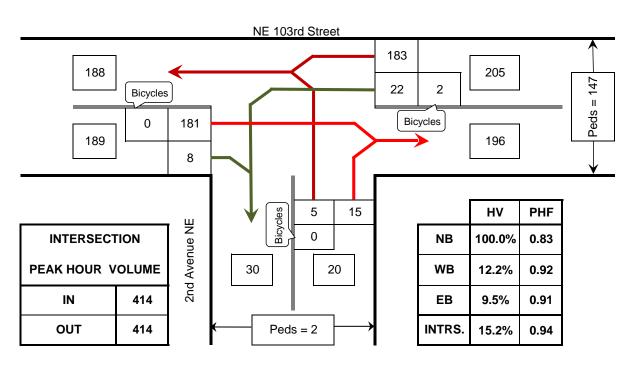
REDUCED BY: CN DATE OF REDUCTION: 6/6/2015

	FROM NORTH ON FROM SOUTH ON										FROM FACT ON							FROM WEST ON								
	FROM NORTH ON								FROM SC	JUTH OI	N		FROM EAST ON							INTERVAL						
			2nd Ave	nue NE											NE 100t	NE 100th Street					NE 100th Street					
																						TOTALS				
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right		
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM - 6:00 PM	7	22	1	19	0	3	0	0	0	0	0	0	39	20	2	0	290	19	8	31	3	25	187	0	543	



8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM





HV = Heavy Vehicles PHF = Peak Hour Factor

2nd Avenue NE @ NE 103rd Street

Seattle, WA

COUNTED BY:	SN	DATE OF COUNT:	Thu. 6/4/15
D=D\\\0=D\\\			
REDUCED BY:	CN	TIME OF COUNT:	8:00 AM - 9:00 AM
REDUCTION DATE:	Thu. 6/4/15	WEATHER:	Overcast



 LOCATION:
 2nd Avenue NE @ NE 103rd Street
 DATE OF COUNT:
 Thu. 6/4/15
 COUNTED BY:
 SN

 Seattle, WA
 TIME OF COUNT:
 8:00 AM - 9:00 AM
 WEATHER:
 Overcast

TIME INTERVAL ENDING			FROM NO	ORTH O	N				FROM So	OUTH OI	N				FROM E		-				FROM W		-		INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	н٧	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	5	0	1	0	4	53	8	2	7	48	0	2	5	0	0	45	3	108
08:30 AM	0	0	0	0	0	0	0	5	0	2	0	3	44	5	0	4	52	0	0	3	0	0	37	1	99
08:45 AM	0	0	0	0	0	0	2	6	0	1	0	5	32	8	0	7	45	0	0	3	0	0	51	1	110
09:00 AM	0	0	0	0	0	0	0	4	0	1	0	3	18	4	0	4	38	0	1	7	0	0	48	3	97
PEAK HOUR TOTALS	0	0	0	0	0	0	2	20	0	5	0	15	147	25	2	22	183	0	3	18	0	0	181	8	INTERSECTION
ALL MOVEMENTS				0						20						205			189				414		
% HV				#N/A						100.0%		12.2% 9.5%						15.2%							
PEAK HOUR FACTOR				#N/A						0.83			0.92 0.91								0.94				

PHF = Peak Hour Factor 8:00 AM - 9:00 AM	M PEAK HOUR: 8:00 AM TO 9:00 AM
--	---------------------------------

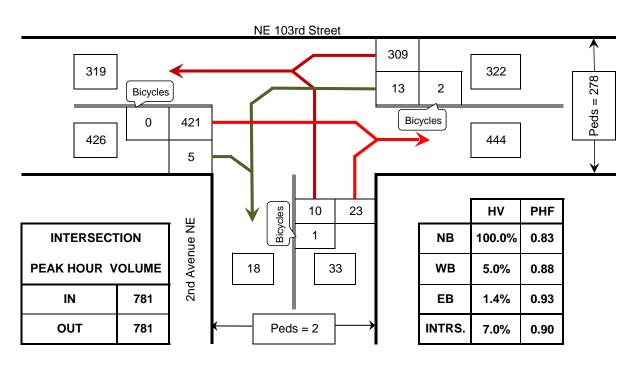
REDUCED BY: CN DATE OF REDUCTION: 6/4/2015

							1												1						
			FROM NO	ORTH O	N				FROM S	OUTH O	N				FROM E	AST ON					FROM W	EST ON	1		
									2nd Ave	nue NE					NE 103r	d Street					NE 103r	d Street			INTERVAL
																									TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	0	0	0	0	0	0	2	20	0	5	0	15	147	25	2	22	183	0	3	18	0	0	181	8	414



5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM





HV = Heavy Vehicles PHF = Peak Hour Factor

2nd Avenue NE @ NE 103rd Street

Seattle, WA

COUNTED BY:	VT	DATE OF COUNT:	Thu. 6/4/15
REDUCED BY:	CN	TIME OF COUNT:	5:00 PM - 6:00 PM
REDUCTION DATE:	Sat. 6/6/15	WEATHER:	Sunny



LOCATION:	2nd Avenue NE @ NE 103rd Street	DATE OF COUNT:	Thu. 6/4/15	COUNTED BY:	VT
	Seattle, WA	TIME OF COUNT:	5:00 PM - 6:00 PM	WEATHER:	Sunny

TIME INTERVAL ENDING			FROM N	ORTH C	ON				FROM So		N				FROM E				FROM WEST ON NE 103rd Street Peds HV Bicycle Left Thru Right			INTERVAL TOTALS			
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	2	7	1	2	0	5	53	6	2	5	79	0	0	2	0	0	111	1	203
05:30 PM	0	0	0	0	0	0	0	10	0	3	0	7	63	5	0	3	75	0	0	2	0	0	82	2	172
05:45 PM	0	0	0	0	0	0	0	10	0	1	0	9	102	5	0	5	86	0	1	1	0	0	114	1	216
06:00 PM	0	0	0	0	0	0	0	6	0	4	0	2	60	0	0	0	69	0	0	1	0	0	114	1	190
PEAK HOUR TOTALS	0	0	0	0	0	0	2	33	1	10	0	23	278	16	2	13	309	0	1	6	0	0	421	5	INTERSECTIO
ALL MOVEMENTS				0						33						322			426				781		
% HV				#N/A						100.0%		5.0% 1.4%							7.0%						
PEAK HOUR FACTOR				#N/A						0.83			0.88 0.93							0.90					

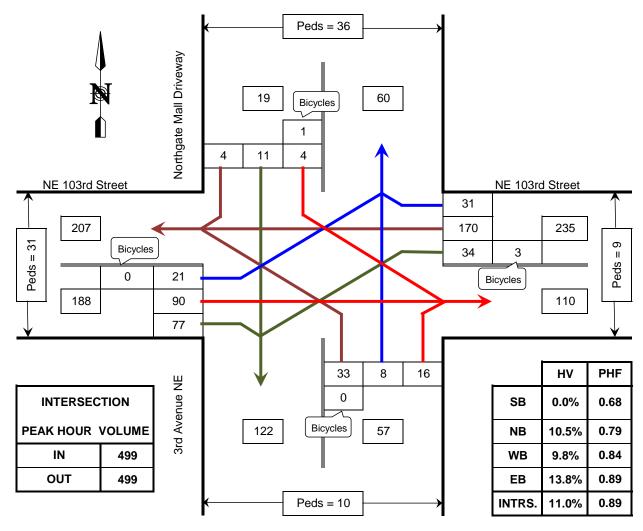
PHF = Peak Hour Factor 5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM
--

REDUCED BY: CN DATE OF REDUCTION: 6/6/2015

			FROM NO	ORTH O	N				FROM S	о нтис	N				FROM E	AST ON					FROM WI	EST ON	1		
									2nd Ave	enue NE					NE 103r	d Street					NE 103rd	Street			INTERVAL TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:00 PM - 6:00 PM	0	0	0	0	0	0	2	33	1	10	0	23	278	16	2	13	309	0	1	6	0	0	421	5	781



8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



PHF = Peak Hour Factor HV = Heavy Vehicles

3rd Avenue NE @ NE 103rd Street

Seattle, WA

 COUNTED BY:
 SN
 DATE OF COUNT:
 Thu. 6/4/15

 REDUCED BY:
 CN
 TIME OF COUNT:
 8:00 AM - 9:00 AM

REDUCTION DATE: Thu. 6/4/15 WEATHER: Overcast



LOCATION:	3rd Avenue NE @ NE 103rd Street	DATE OF COUNT:	Thu. 6/4/15	COUNTED BY:	SN
	Seattle, WA	TIME OF COUNT:	8:00 AM - 9:00 AM	WEATHER:	Overcast

TIME			FROM NO	ORTH O	N				FROM SO	онти о	N				FROM E	AST ON	l		FROM WEST ON						
INTERVAL		Nor	thgate M	all Drive	eway				3rd Ave	nue NE					NE 103r	d Street					NE 103r	d Street	t		INTERVAL
ENDING																									TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																									-
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	15	0	0	1	3	3	0	1	0	6	1	5	0	8	1	8	51	11	5	8	0	8	19	24	140
08:30 AM	11	0	1	2	1	1	3	11	0	10	3	5	5	5	2	3	47	11	5	6	0	5	24	15	127
08:45 AM	5	0	0	0	3	0	3	4	0	11	2	5	3	6	0	14	39	6	10	5	0	4	25	24	133
09:00 AM	5	0	0	1	4	0	4	0	0	6	2	1	1	4	0	9	33	3	11	7	0	4	22	14	99
PEAK HOUR TOTALS	36	0	1	4	11	4	10	6	0	33	8	16	9	23	3	34	170	31	31	26	0	21	90	77	INTERSECTION
ALL MOVEMENTS				19						57						235						188			499
% HV				0.0%						10.5%						9.8%						13.8%			11.0%
70114				0.078						70.076			3.070							11.070					
PEAK HOUR FACTOR	l			0.68			l			0.79			0.84 0.89							0.89			0.89		

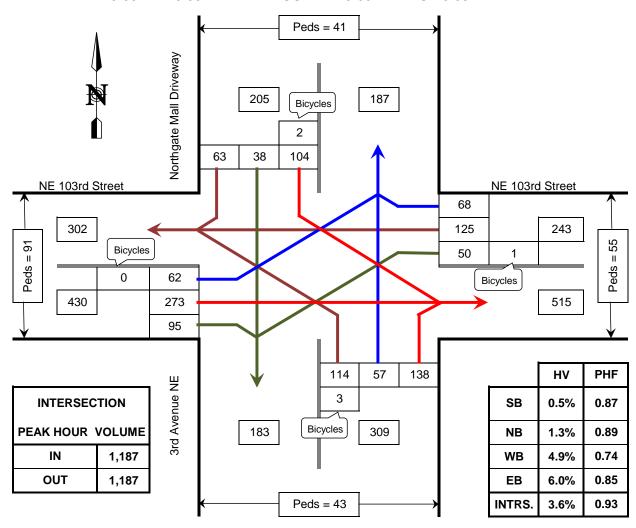
PHF - Peak Hour Factor	8:00 AM - 9:00 AM PEAK HOUR:	8.00 AM	TO 9:00 AM

REDUCED BY: CN DATE OF REDUCTION: 6/4/2015

			FROM NO	DTH O	N				EPOM SC	UITH O	N				TH ON FROM SOUTH ON FROM EAST ON FROM WEST ON										
			rthgate Ma												INTERVAL TOTALS										
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	36	0	1	4	11	4	10	6	0	33	8	16	9	23	3	34	170	31	31	26	0	21	90	77	499



5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



PHF = Peak Hour Factor HV = Heavy Vehicles

3rd Avenue NE @ NE 103rd Street

Seattle, WA

COUNTED BY: CN DATE OF COUNT: Wed. 6/3/15

REDUCED BY: CN TIME OF COUNT: 5:00 PM - 6:00 PM

REDUCTION DATE: Thu. 6/4/15 WEATHER: Overcast



 LOCATION:
 3rd Avenue NE @ NE 103rd Street
 DATE OF COUNT:
 Wed. 6/3/15
 COUNTED BY:
 CN

 Seattle, WA
 TIME OF COUNT:
 5:00 PM - 6:00 PM
 WEATHER:
 Overcast

TIME INTERVAL ENDING			FROM NO					l	FROM SO		N				FROM E						FROM W				INTERVAL TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					0	0	0													
03:15 PM	0	0	0	0							0	0	0												
03:30 PM	0	0	0	0	0	0 0 0 0 0 0				0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	6	0	0	28	8	15	9	0	2	19	17	21	9	6	0	11	43	15	17	6	0	15	64	26	282
05:30 PM	4	1	1	28	13	18	6	2	0	28	14	38	15	3	0	7	32	15	28	5	0	13	60	18	284
05:45 PM	17	0	1	21	6	15	17	1	0	33	16	38	16	3	1	21	38	23	20	9	0	14	65	28	318
06:00 PM	14	0	0	27	11	15	11	1	1	34	10	41	15	0	0	11	12	15	26	6	0	20	84	23	303
PEAK HOUR TOTALS	41	1	2	104					50	125	68	91	26	0	62	273	95	INTERSECTION							
ALL MOVEMENTS				205										1187											
% HV				0.5%						1.3%						4.9%						6.0%			3.6%
PEAK HOUR FACTOR				0.87						0.89						0.74						0.85			0.93

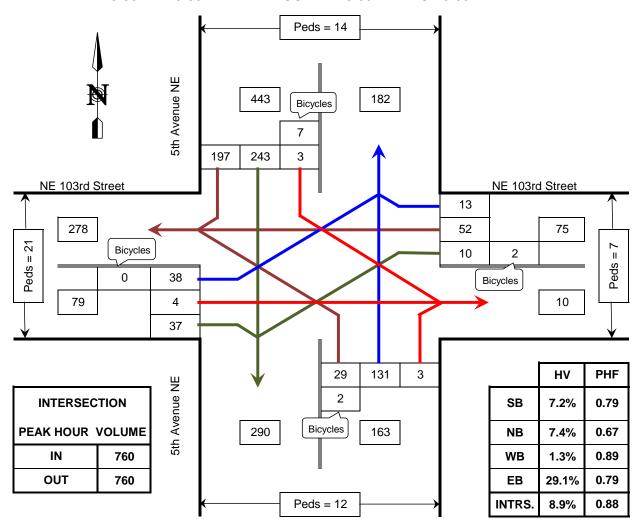
PHF = Peak Hour Factor 5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM

 REDUCED BY:
 CN
 DATE OF REDUCTION:
 6/4/2015

F																									
		ı	FROM NO	ORTH O	N			- 1	FROM SC	O HTU	N				FROM E	AST ON	l				FROM W	EST ON	1		
		Nor	thgate Ma	all Drive	wav				3rd Ave	nue NF					NE 103r	d Street					NE 103rd	Street			INTERVAL
			ingute iii	u Dv.	uy				ora Ave	iiuo ive					142 1001	u oncci					142 10010	Otroct			TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	•	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	41	4	2	104	38	63	43		3	114	57	138	55	12		50	125	68	91	26	0	62	273	95	1187



8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM



PHF = Peak Hour Factor HV = Heavy Vehicles

NE 103rd Street @ 5th Avenue NE

Seattle, WA

 COUNTED BY:
 RN
 DATE OF COUNT:
 Thu. 1/29/15

 REDUCED BY:
 CN
 TIME OF COUNT:
 8:00 AM - 9:00 AM

REDUCTION DATE: Sat. 2/7/15 WEATHER: Sunny



LOCATION:	NE 103rd Street @ 5th Avenue NE	DATE OF COUNT:	Thu. 1/29/15	COUNTED BY:	RN
	Seattle, WA	TIME OF COUNT:	8:00 AM - 9:00 AM	WEATHER:	Sunny

TIME			FROM NO	RTH O	N				FROM SC	о нти	N				FROM E	AST ON	ı				FROM W	EST O	١		
INTERVAL			5th Ave	nue NE					5th Ave	nue NE					NE 103r	d Street					NE 103r	d Street	:		INTERVAL
ENDING																									TOTALS
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
05:15 AM	0	0	0	0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0						0	0	0												
05:30 AM	0	0	0	0							0	0													
05:45 AM	0	0	0	0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0						0	0	0												
06:00 AM	0	0	0	0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					0	0	0	0	0	0	0									
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					Ť																				-
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	2	7	0	1	78	62	2	2	0	9	25	0	0	1	0	3	16	1	4	7	0	8	0	13	216
08:30 AM	2	8	1	0	63	58	8	3	0	5	26	2	1	0	2	3	13	1	6	4	0	10	1	5	187
08:45 AM	4	6	3	1	35	38	1	2	1	4	31	0	2	0	0	3	12	2	4	3	0	10	1	6	143
09:00 AM	6	11	3	1	67	39	1	5	1	11	49	1	4	0	0	1	11	9	7	9	0	10	2	13	214
PEAK HOUR TOTALS	14	32	7	3	243	197	12	12	2	29	131	3	7	1	2	10	52	12	21	23	0	38	4	37	INTERSECTION
ALL MOVEMENTS	14	32	-	443								31	760												
% HV				7.2%						7.4%						1.3%						29.1%			8.9%
76 HV				1.2%						1.4%						1.3%						29.1%			0.9%
PEAK HOUR FACTOR				0.79						0.67						0.89						0.79			0.88

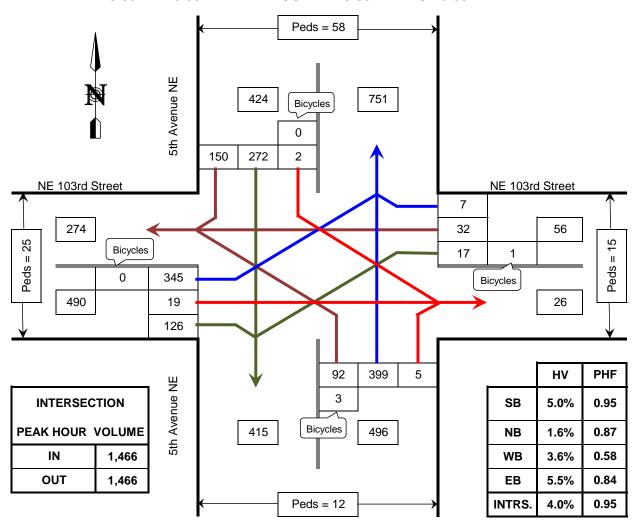
PHF = Peak Hour Factor 8:00 AM - 9:00 AM PEAK HOUR: 8:00 AM TO 9:00 AM

REDUCED BY: CN DATE OF REDUCTION: 2/7/2015

			FROM NO	ORTH O	N				FROM SC	UTH O	N				FROM E	AST ON					FROM W	FST ON			
			5th Ave						5th Ave		•				NE 103r						NE 103rd				INTERVAL TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
5:00 AM - 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	14	32	7	3	243	197	12	12	2	29	131	3	7	1	2	10	52	13	21	23	0	38	4	37	760



5:00 PM - 6:00 PM PEAK HOUR: 5:00 PM TO 6:00 PM



PHF = Peak Hour Factor HV = Heavy Vehicles

NE 103rd Street @ 5th Avenue NE

Seattle, WA

COUNTED BY: VT DATE OF COUNT: Wed. 2/4/15

REDUCED BY: CN TIME OF COUNT: 5:00 PM - 6:00 PM

REDUCTION DATE: Thu. 2/5/15 WEATHER: Overcast



LOCATION:	NE 103rd Street @ 5th Avenue NE	DATE OF COUNT:	Wed. 2/4/15	COUNTED BY:	VT
	Seattle WA	TIME OF COUNT:	5:00 PM - 6:00 PM	WEATHER:	Overcast

TIME INTERVAL ENDING			FROM NO		N			I	FROM So		N				FROM E						FROM W			INTERVAL TOTALS	
AT	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0						0	0	0													
03:00 PM	0	0	0	0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					0	0	0													
03:15 PM	0	0	0	0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					0	0	0													
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	10	8	0	2	69	40	2	2	0	20	121	1	7	0	1	4	4	1	9	7	0	55	2	26	345
05:30 PM	23	3	0	0	73	32	3	2	2	20	95	1	3	0	0	3	3	2	3	5	0	90	8	30	357
05:45 PM	14	6	0	0	68	39	5	2	0	28	94	0	3	0	0	3	11	1	5	10	0	94	6	34	378
06:00 PM	11	4	0	0	62	39	2	2	1	24	89	3	2	2	0	7	14	3	8	5	0	106	3	36	386
PEAK HOUR TOTALS	58	21	0	2	272 150 12 8 3 92 399 5 15 2 1 17 32 7 25 27 0 345 19						126	INTERSECTION													
ALL MOVEMENTS				424									1466												
% HV				5.0%						1.6%						3.6%						5.5%			4.0%
PEAK HOUR FACTOR				0.95						0.87						0.58						0.84			0.95

PHF = Peak Hour Factor	5:00 PM - 6:00 PM PEAK HOUR:	5:00 PM	то	6:00 PM

REDUCED BY: CN DATE OF REDUCTION: 2/5/2015

													1						1						
			FROM NO	DRTH O	N				FROM SC	OTH O	N				FROM E	AST ON	l				FROM W	EST ON	ı		
			5th Ave	nue NE					5th Ave	nue NE					NE 103r	d Street					NE 103rd	d Street			INTERVAL
			1 1																						TOTALS
TIME INTERVAL	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	Peds	HV	Bicycle	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 6:00 PM	58	21	0	2	272	150	12	8	3	92	399	5	15	2	1	17	32	7	25	27	0	345	19	126	1466

APPENDIX E2 SYNCHRO OUTPUT SHEETS

EXISTING AM

Movement		y	*	7	~	×	₹	ን	×	~	Ĺ	×	*
Traffic Volume (vph) 0 117 61 13 96 12 0 6 1 26 430 95 Feture Volume (vph) 0 117 61 13 96 12 0 6 1 26 430 95 Feture Volume (vph) 1900 1900 1900 1900 1900 1900 1900 190	Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Traffic Volume (vph) 0 117 61 13 96 12 0 6 1 26 430 95 Feture Volume (vph) 0 117 61 13 96 12 0 6 1 26 430 95 Feture Volume (vph) 1900 1900 1900 1900 1900 1900 1900 190	Lane Configurations		∱ Љ			ት Ъ			^			475	
Future Volume (vph)		0		61	13	96	12	0		1	26		95
Lane Width	Future Volume (vph)	0	117	61	13	96	12	0	6	1	26	430	
Total Last Ilme (s)	Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Uil. Factor	Lane Width	12	9	12	10	9	10	12	12	12	9	10	10
Frpb. pedfolkies 0.91 0.95 0.97 0.94 Flpb. pedfolkes 1.00 1.00 1.00 1.00 Flt 0.95 0.98 0.98 0.97 Flt Protected 1.00 0.99 1.00 1.00 Std. Flow (prot) 2167 2343 1242 2100 Flt Permitted 1.00 0.92 1.00 0.94 Sald. Flow (perm) 2167 2166 1242 1988 Peak-hour factor, PHF 0.87	Total Lost time (s)		4.0			4.0			4.5			4.0	
Fig. ped/bikes	Lane Util. Factor		0.95			0.95			1.00			0.95	
Frt 0.95 0.98 0.98 0.97 Fil Protected 1.00 0.99 1.00 1.00 Satd. Flow (prot) 2167 2343 1242 22100 Fil Permitted 1.00 0.92 1.00 0.94 Satd. Flow (perm) 2167 2166 1242 1988 Peak-hour factor, PHF 0.87 <	Frpb, ped/bikes		0.91			0.95			0.97			0.94	
Fit Protected 1.00 0.98 0.98 0.98 0.97 Fit Protected 1.00 0.99 1.00 1.00 Fit Permitted 1.00 0.99 1.00 1.00 Fit Permitted 1.00 0.92 1.00 0.99 Fit Permitted 1.00 0.99 1.00 0.99 Fit Permitted 1.00 0.99 1.00 0.99 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87	Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Satd. Flow (prot) 2167 2343 1242 2100 Fil Permitted 1.00 0.92 1.00 0.94 Satd. Flow (perm) 2167 2166 1242 1988 Peak-hour factor, PHF 0.87			0.95			0.98			0.98			0.97	
Fit Permitted	Flt Protected		1.00			0.99			1.00			1.00	
Satd. Flow (perm) 2167 2166 1242 1988 Peak-hour factor, PHF 0.87 0.97 0	Satd. Flow (prot)		2167			2343			1242			2100	
Peak-hour factor, PHF	Flt Permitted		1.00			0.92			1.00			0.94	
Adj. Flow (vph)	Satd. Flow (perm)		2167			2166			1242			1988	
Adj. Flow (vph)		0.87	0.87	0.87	0.87		0.87	0.87	0.87	0.87	0.87	0.87	0.87
RTOR Reduction (vph)													
Lane Group Flow (vph)										0			
Confil. Peds. (#/hr) 171 192 155 335 Confil. Bikes (#/hr) 14 9 3 25 Bus Blockages (#/hr) 0 0 0 0 0 0 0 0 51 0 Parkling (#/hr) 8 8 8 8 8 0 16 0 16 16 16 Turn Type NA Perm NA NA Perm NA	` ' '												
Confil Bikes (#/hr) 14 9 3 25 Bus Blockages (#/hr) 0 0 0 0 0 0 0 51 0 Parking (#/hr) 8 8 8 8 8 8 0 16 0 16 22 22 2 2 2 2 2 2 2 18 18 18 18<													
Bus Blockages (#/hr) 0 0 0 0 0 0 0 0 0 0 0 0 51 0 0 Parking (#/hr) 8 8 8 8 8 8 8 8 0 16 0 16 0 16 16 16 16 16 16 16 17	` ,												
Parking (#hr) 8 8 8 8 8 8 0 16 0 16 16 16 Turn Type NA Perm NA NA Perm NA Protected Phases 1 1 2 2 2 Permitted Phases 1 1 2 2 2 Actuated Green, G (s) 22.5 48.5 48.5 48.5 49.0 Actuated Green, G (s) 23.0 23.0 48.5 49.0 49.0 Actuated Green, G (s) 23.0 23.0 48.5 49.0 49.0 Actuated Green, G (s) 23.0 23.0 48.5 49.0 48.5 49.0 Actuated Green, G (s) 22.3 6.2 45.5 44.5 45. 49.0 6.1 6.61 45.5 45.5 44.5 45.5 44.5 45. 45.5 45.5 45.5 45.5 45.5 46.5 45.5 46.5 45.5 46.5 45.5	, ,	0	0		0	0		0	0		0	51	
Turn Type NA Perm NA NA Perm NA Protected Phases 1 1 2 2 Actuated Green, G (s) 22.5 22.5 48.5 48.5 Effective Green, g (s) 23.0 23.0 48.5 49.0 Actuated g/C Ratio 0.29 0.29 0.61 0.61 Clearance Time (s) 4.5 4.5 4.5 4.5 Lane Grp Cap (vph) 623 622 752 1217 v/s Ratio Prot 0.01 0.01 0.01 v/s Ratio Perm c0.07 0.06 c0.31 v/s Ratio 0.25 0.21 0.01 0.50 Uniform Delay, d1 21.9 21.6 6.2 8.7 Progression Factor 0.52 1.00 1.00 0.18 Incremental Delay, d2 0.9 0.8 0.0 1.3 Delay (s) 12.3 22.3 6.3 2.8 Level of Service B C A													
Protected Phases		-		-				-					
Permitted Phases													
Actuated Green, G (s)			1		1	•			_		2	_	
Effective Green, g (s) 23.0 23.0 48.5 49.0 Actuated g/C Ratio 0.29 0.29 0.61 0.61 Clearance Time (s) 4.5 4.5 4.5 4.5 Lane Grp Cap (vph) 623 622 752 1217 v/s Ratio Prot 0.01 0.01 0.01 v/s Ratio Perm c0.07 0.06 c0.31 v/s Ratio Perm c0.07					•	22.5			48.5		_	48.5	
Actuated g/C Ratio 0.29 0.29 0.61 0.61 Clearance Time (s) 4.5 4.5 4.5 4.5 Lane Grp Cap (vph) 623 622 752 1217 v/s Ratio Prot 0.01 v/s Ratio Perm 0.025 0.21 0.01 0.50 Uniform Delay, d1 21.9 21.6 6.2 8.7 Progression Factor 0.52 1.00 1.00 0.18 Incremental Delay, d2 0.9 0.8 0.0 1.3 Delay (s) 12.3 22.3 6.3 2.8 Level of Service B C A A A Approach Delay (s) 12.3 22.3 6.3 2.8 Approach LOS B C A A A Intersection Summary HCM 2000 Control Delay 7.6 HCM 2000 Level of Service A Analysis Period (min) 15	, ,												
Clearance Time (s) 4.5 4.5 4.5 4.5 Lane Grp Cap (vph) 623 622 752 1217 v/s Ratio Prot 0.01 0.01 0.01 v/s Ratio Perm c0.07 0.06 c0.31 v/c Ratio 0.25 0.21 0.01 0.50 Uniform Delay, d1 21.9 21.6 6.2 8.7 Progression Factor 0.52 1.00 1.00 0.18 Incremental Delay, d2 0.9 0.8 0.0 1.3 Delay (s) 12.3 22.3 6.3 2.8 Level of Service B C A A Approach Delay (s) 12.3 22.3 6.3 2.8 Approach LOS B C A A Intersection Summary A A A HCM 2000 Control Delay 7.6 HCM 2000 Level of Service A Actuated Cycle Length (s) 80.0 Sum of lost time (s) 8.5 Intersection Capacity U													
Lane Grp Cap (vph) 623 622 752 1217 v/s Ratio Prot 0.01 0.01 w/s Ratio Perm c0.07 0.06 c0.31 v/c Ratio 0.25 0.21 0.01 0.50 Uniform Delay, d1 21.9 21.6 6.2 8.7 Progression Factor 0.52 1.00 1.00 0.18 Incremental Delay, d2 0.9 0.8 0.0 1.3 Delay (s) 12.3 22.3 6.3 2.8 Level of Service B C A A Approach Delay (s) 12.3 22.3 6.3 2.8 Approach LOS B C A A Intersection Summary A A A HCM 2000 Control Delay 7.6 HCM 2000 Level of Service A Actuated Cycle Length (s) 80.0 Sum of lost time (s) 8.5 Intersection Capacity Utilization 44.5% ICU Level of Service A Analysis Period (min) 15													
V/s Ratio Prot 0.01 V/s Ratio Perm c0.07 0.06 c0.31 V/c Ratio 0.25 0.21 0.01 0.50 Uniform Delay, d1 21.9 21.6 6.2 8.7 Progression Factor 0.52 1.00 1.00 0.18 Incremental Delay, d2 0.9 0.8 0.0 1.3 Delay (s) 12.3 22.3 6.3 2.8 Level of Service B C A A Approach Delay (s) 12.3 22.3 6.3 2.8 Approach LOS B C A A Intersection Summary HCM 2000 Control Delay 7.6 HCM 2000 Level of Service A HCM 2000 Volume to Capacity ratio 0.42 A Actuated Cycle Length (s) 80.0 Sum of lost time (s) 8.5 Intersection Capacity Utilization 44.5% ICU Level of Service A Analysis Period (min) 15													
v/s Ratio Perm c0.07 0.06 c0.31 v/c Ratio 0.25 0.21 0.01 0.50 Uniform Delay, d1 21.9 21.6 6.2 8.7 Progression Factor 0.52 1.00 1.00 0.18 Incremental Delay, d2 0.9 0.8 0.0 1.3 Delay (s) 12.3 22.3 6.3 2.8 Level of Service B C A A Approach Delay (s) 12.3 22.3 6.3 2.8 Approach LOS B C A A Intersection Summary T.6 HCM 2000 Level of Service A HCM 2000 Volume to Capacity ratio 0.42 A Actuated Cycle Length (s) 80.0 Sum of lost time (s) 8.5 Intersection Capacity Utilization 44.5% ICU Level of Service A Analysis Period (min) 15			020			OZZ						1217	
V/c Ratio 0.25 0.21 0.01 0.50 Uniform Delay, d1 21.9 21.6 6.2 8.7 Progression Factor 0.52 1.00 1.00 0.18 Incremental Delay, d2 0.9 0.8 0.0 1.3 Delay (s) 12.3 22.3 6.3 2.8 Level of Service B C A A Approach Delay (s) 12.3 22.3 6.3 2.8 Approach LOS B C A A Intersection Summary HCM 2000 Control Delay 7.6 HCM 2000 Level of Service A HCM 2000 Volume to Capacity ratio 0.42 Actuated Cycle Length (s) 80.0 Sum of lost time (s) 8.5 Intersection Capacity Utilization 44.5% ICU Level of Service A Analysis Period (min) 15			c0 07			0.06			0.01			ഹ 31	
Uniform Delay, d1 21.9 21.6 6.2 8.7 Progression Factor 0.52 1.00 1.00 0.18 Incremental Delay, d2 0.9 0.8 0.0 1.3 Delay (s) 12.3 22.3 6.3 2.8 Level of Service B C A A Approach Delay (s) 12.3 22.3 6.3 2.8 Approach LOS B C A A Intersection Summary HCM 2000 Control Delay 7.6 HCM 2000 Level of Service A HCM 2000 Volume to Capacity ratio 0.42 Actuated Cycle Length (s) 80.0 Sum of lost time (s) 8.5 Intersection Capacity Utilization 44.5% ICU Level of Service A Analysis Period (min) 15									0.01				
Progression Factor 0.52 1.00 1.00 0.18 Incremental Delay, d2 0.9 0.8 0.0 1.3 Delay (s) 12.3 22.3 6.3 2.8 Level of Service B C A A Approach Delay (s) 12.3 22.3 6.3 2.8 Approach LOS B C A A Intersection Summary A HCM 2000 Level of Service A HCM 2000 Volume to Capacity ratio 0.42 A Actuated Cycle Length (s) 80.0 Sum of lost time (s) 8.5 Intersection Capacity Utilization 44.5% ICU Level of Service A Analysis Period (min) 15													
Incremental Delay, d2													
Delay (s) 12.3 22.3 6.3 2.8 Level of Service B C A A Approach Delay (s) 12.3 22.3 6.3 2.8 Approach LOS B C A A Intersection Summary From 2000 Control Delay Total Control Delay A A HCM 2000 Volume to Capacity ratio 0.42 A A Actuated Cycle Length (s) 80.0 Sum of lost time (s) 8.5 Intersection Capacity Utilization 44.5% ICU Level of Service A Analysis Period (min) 15													
Level of Service B C A A Approach Delay (s) 12.3 22.3 6.3 2.8 Approach LOS B C A A A Intersection Summary HCM 2000 Control Delay 7.6 HCM 2000 Level of Service A HCM 2000 Volume to Capacity ratio 0.42 Actuated Cycle Length (s) 80.0 Sum of lost time (s) 8.5 Intersection Capacity Utilization 44.5% ICU Level of Service A Analysis Period (min) 15	•												
Approach Delay (s) 12.3 22.3 6.3 2.8 Approach LOS B C A A Intersection Summary HCM 2000 Control Delay 7.6 HCM 2000 Level of Service A HCM 2000 Volume to Capacity ratio 0.42 Actuated Cycle Length (s) 80.0 Sum of lost time (s) 8.5 Intersection Capacity Utilization 44.5% ICU Level of Service A Analysis Period (min) 15													
Approach LOS B C A A Intersection Summary HCM 2000 Control Delay 7.6 HCM 2000 Level of Service A HCM 2000 Volume to Capacity ratio 0.42 Actuated Cycle Length (s) 80.0 Sum of lost time (s) 8.5 Intersection Capacity Utilization 44.5% ICU Level of Service A Analysis Period (min) 15													
HCM 2000 Control Delay 7.6 HCM 2000 Level of Service A HCM 2000 Volume to Capacity ratio 0.42 Actuated Cycle Length (s) 80.0 Sum of lost time (s) 8.5 Intersection Capacity Utilization 44.5% ICU Level of Service A Analysis Period (min) 15													
HCM 2000 Control Delay 7.6 HCM 2000 Level of Service A HCM 2000 Volume to Capacity ratio 0.42 Actuated Cycle Length (s) 80.0 Sum of lost time (s) 8.5 Intersection Capacity Utilization 44.5% ICU Level of Service A Analysis Period (min) 15	**												
HCM 2000 Volume to Capacity ratio0.42Actuated Cycle Length (s)80.0Sum of lost time (s)8.5Intersection Capacity Utilization44.5%ICU Level of ServiceAAnalysis Period (min)15				7.6	Ц	CM 2000	Level of	Service		Δ			
Actuated Cycle Length (s) 80.0 Sum of lost time (s) 8.5 Intersection Capacity Utilization 44.5% ICU Level of Service A Analysis Period (min) 15		v ratio				CIVI ZUUU	LCVCI UI	OCI VICE		A			
Intersection Capacity Utilization 44.5% ICU Level of Service A Analysis Period (min) 15		y raiio			C	um of los	t time (c)			2.5			
Analysis Period (min) 15		n						1					
		11			IC	O LEVEL	OI JEI VILE	<i>.</i>		A			
				13									

	F	×	4	/	×	*		
Movement	NWL	NWT	NWR2	NER	SWT	SWR		
Lane Configurations		नाक	7	7	^	7		
Traffic Volume (vph)	101	897	228	48	462	140		
Future Volume (vph)	101	897	228	48	462	140		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width	10	10	10	12	9	9		
Total Lost time (s)		4.0	4.0	4.0	4.0	4.5		
Lane Util. Factor		0.81	0.81	1.00	0.95	1.00		
Frpb, ped/bikes		1.00	0.64	1.00	1.00	0.67		
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00		
Frt		1.00	0.85	0.86	1.00	0.85		
Flt Protected		0.99	1.00	1.00	1.00	1.00		
Satd. Flow (prot)		4550	535	1233	2213	668		
Flt Permitted		0.99	1.00	1.00	1.00	1.00		
Satd. Flow (perm)		4550	535	1233	2213	668		
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94		
Adj. Flow (vph)	107	954	243	51	491	149		
RTOR Reduction (vph)	0	0	115	0	0	62		
Lane Group Flow (vph)	0	1061	128	51	491	87		
Confl. Peds. (#/hr)			298	332		262		
Confl. Bikes (#/hr)			21	9		27		
Bus Blockages (#/hr)	0	0	0	0	51	0		
Parking (#/hr)	16	16	16	0	16	16		
Turn Type	Perm	NA	Perm	Prot	NA	Perm		
Protected Phases		1		2	2			
Permitted Phases	1		1			2		
Actuated Green, G (s)		41.5	41.5	29.5	29.5	29.5		
Effective Green, g (s)		42.0	42.0	30.0	30.0	29.5		
Actuated g/C Ratio		0.52	0.52	0.38	0.38	0.37		
Clearance Time (s)		4.5	4.5	4.5	4.5	4.5		
Lane Grp Cap (vph)		2388	280	462	829	246		
v/s Ratio Prot		0.00	-0.04	0.04	c0.22	0.10		
v/s Ratio Perm		0.23	c0.24	0.11	0.50	0.13		
v/c Ratio		0.44	0.46	0.11	0.59	0.35		
Uniform Delay, d1		11.8	11.9	16.3	20.1	18.3		
Progression Factor Incremental Delay, d2		1.00	1.00 5.3	0.93 0.5	0.26 2.9	0.08 3.7		
Delay (s)		12.4	17.1	15.6	8.0	5.1		
Level of Service		12.4 B	17.1 B	15.0 B	6.0 A	3.1 A		
Approach Delay (s)		13.3	D	- D	7.4	Fl		
Approach LOS		13.3 B			7.4 A			
• •		D						
Intersection Summary								
HCM 2000 Control Delay			11.4	H	CM 2000	Level of Servi	ce	В
HCM 2000 Volume to Capac	ity ratio		0.51					
Actuated Cycle Length (s)			80.0		um of lost			8.0
Intersection Capacity Utilizati	on		43.2%	IC	CU Level of	of Service		Α
Analysis Period (min)			15					
c Critical Lane Group								

	y	*	À	*	×	₹	ን	×	~	Ĺ	×	*
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		ተተ _ጉ									414	
Traffic Volume (vph)	0	287	44	0	0	0	0	0	0	143	610	0
Future Volume (vph)	0	287	44	0	0	0	0	0	0	143	610	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	10	11	12	12	12	12	12	12	12	10	12
Total Lost time (s)		4.0									4.0	
Lane Util. Factor		0.91									0.91	
Frpb, ped/bikes		0.95									1.00	
Flpb, ped/bikes		1.00									0.94	
Frt		0.98									1.00	
Flt Protected		1.00									0.99	
Satd. Flow (prot)		3547									3542	
Flt Permitted		1.00									0.99	
Satd. Flow (perm)		3547									3542	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	296	45	0	0	0	0	0	0	147	629	0
RTOR Reduction (vph)	0	26	0	0	0	0	0	0	0	0	48	0
Lane Group Flow (vph)	0	316	0	0	0	0	0	0	0	0	728	0
Confl. Peds. (#/hr)		0.0	332	· ·	· ·	202		Ū		179	, 20	255
Confl. Bikes (#/hr)			11									31
Parking (#/hr)	0	16	16	0	0	0	0	0	0	16	16	16
Turn Type		NA								Perm	NA	
Protected Phases		1								1 01111	2	
Permitted Phases										2		
Actuated Green, G (s)		28.5								_	42.5	
Effective Green, g (s)		29.0									43.0	
Actuated g/C Ratio		0.36									0.54	
Clearance Time (s)		4.5									4.5	
Lane Grp Cap (vph)		1285									1903	
v/s Ratio Prot		c0.09									1703	
v/s Ratio Perm		CU.U7									0.21	
v/c Ratio		0.25									0.21	
Uniform Delay, d1		17.8									10.8	
Progression Factor		0.57									0.79	
Incremental Delay, d2		0.57									0.79	
Delay (s)		10.6									8.8	
Level of Service		10.0 B									0.0 A	
Approach Delay (s)		10.6			0.0			0.0			8.8	
Approach LOS		10.0 B			0.0 A			Α			0.0 A	
Intersection Summary												
HCM 2000 Control Delay			9.4	Ш	CM 2000	Level of S	Sorvico		A			
HCM 2000 Control Delay HCM 2000 Volume to Capacity i	ratio		0.33	П	CIVI ZUUU	LEVELUI .	SEI VILE		A			
Actuated Cycle Length (s)	allU		80.0	C	um of los	t time (c)			8.0			
Intersection Capacity Utilization			36.3%			of Service			8.0 A			
Analysis Period (min)			30.3%	IC	o Level (JI JEI VICE			A			
c Critical Lane Group			10									
c Chilical Lane Group												

	y	×	À	~	*	₹	7	×	~	Ĺ	×	*
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		∱ }		7	^						444	7
Traffic Volume (vph)	0	487	90	169	574	0	0	0	0	277	892	19
Future Volume (vph)	0	487	90	169	574	0	0	0	0	277	892	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	10	10	10	12	12	12	10	10	10
Total Lost time (s)		4.0		5.0	5.0						5.0	4.5
Lane Util. Factor		0.95		1.00	0.95						0.91	1.00
Frpb, ped/bikes		0.94		1.00	1.00						1.00	0.72
Flpb, ped/bikes		1.00		1.00	1.00						0.98	1.00
Frt		0.98		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						0.99	1.00
Satd. Flow (prot)		2495		1207	2611						3626	747
Flt Permitted		1.00		0.95	1.00						0.99	1.00
Satd. Flow (perm)		2495		1207	2611						3626	747
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	535	99	186	631	0	0	0	0	304	980	21
RTOR Reduction (vph)	0	15	0	0	0	0	0	0	0	0	0	12
Lane Group Flow (vph)	0	619	0	186	631	0	0	0	0	0	1284	9
Confl. Peds. (#/hr)			324			39			41	41		128
Confl. Bikes (#/hr)			4			4						40
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	10	0
Parking (#/hr)	0	8	8	8	8	0	0	0	0	16	16	16
Turn Type		NA		Prot	NA					Perm	NA	Perm
Protected Phases		2		1	12						3	
Permitted Phases										3		3
Actuated Green, G (s)		27.5		17.5	49.5						41.5	41.5
Effective Green, g (s)		28.0		17.0	49.0						41.0	41.5
Actuated g/C Ratio		0.28		0.17	0.49						0.41	0.42
Clearance Time (s)		4.5		4.5							4.5	4.5
Lane Grp Cap (vph)		698		205	1279						1486	310
v/s Ratio Prot		c0.25		c0.15	0.24						1 100	010
v/s Ratio Perm		00.20		00.10	0.21						0.35	0.01
v/c Ratio		0.89		0.91	0.49						0.86	0.03
Uniform Delay, d1		34.5		40.7	17.2						27.0	17.3
Progression Factor		1.00		1.00	1.00						1.00	1.00
Incremental Delay, d2		15.5		42.5	1.4						6.9	0.2
Delay (s)		50.0		83.3	18.5						33.9	17.5
Level of Service		D		F	В						С	В
Approach Delay (s)		50.0		•	33.3			0.0			33.6	
Approach LOS		D			C			A			C	
Intersection Summary								, .				
HCM 2000 Control Delay			37.3	Ц	CM 2000	Level of S	Servico		D			
HCM 2000 Control Delay HCM 2000 Volume to Capacit	v ratio		0.89	П	CIVI 2000	LEVELUI .	Del VICE		D			
Actuated Cycle Length (s)	y ratio		100.0	C	um of los	t tima (c)			15.0			
Intersection Capacity Utilizatio	n		69.2%			of Service	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \		15.0 C			
Analysis Period (min)	11		15	IC	O LEVEL	JI JEI VILE			C			
c Critical Lane Group			10									
o officer Earle Group												

	¥	×	٦	~	*	₹	ን	×	~	Ĺ	×	*
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		4₽			† }			ፈተኩ				•
Traffic Volume (vph)	30	161	0	0	116	28	32	309	63	0	0	0
Future Volume (vph)	30	161	0	0	116	28	32	309	63	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	9	9	9	9	9	10	10	10	10	10	10
Grade (%)		0%			0%			-5%			5%	
Total Lost time (s)		4.0			4.0			4.0				
Lane Util. Factor		0.95			0.95			0.91				
Frpb, ped/bikes		1.00			0.94			0.97				
Flpb, ped/bikes		0.96			1.00			0.99				
Frt		1.00			0.97			0.98				
Flt Protected		0.99			1.00			1.00				
Satd. Flow (prot)		2398			2290			3655				
Flt Permitted		0.89			1.00			1.00				
Satd. Flow (perm)		2163			2290			3655				
Peak-hour factor, PHF	0.80	0.80	0.80	0.87	0.87	0.87	0.91	0.91	0.91	0.92	0.92	0.92
Adj. Flow (vph)	38	201	0	0	133	32	35	340	69	0	0	0
RTOR Reduction (vph)	0	0	0	0	17	0	0	33	0	0	0	0
Lane Group Flow (vph)	0	239	0	0	148	0	0	411	0	0	0	0
Confl. Peds. (#/hr)	220	20,				220	61		111			
Confl. Bikes (#/hr)						20			20			
Parking (#/hr)	8	8	0	0	8	8	16	16	16	0	0	0
Turn Type	Perm	NA	-	-	NA	-	Perm	NA		-	-	-
Protected Phases	1 01111	1			1		1 01111	2				
Permitted Phases	1	•			•		2					
Actuated Green, G (s)	·	36.5			36.5			34.5				
Effective Green, g (s)		37.0			37.0			35.0				
Actuated g/C Ratio		0.46			0.46			0.44				
Clearance Time (s)		4.5			4.5			4.5				
Lane Grp Cap (vph)		1000			1059			1599				
v/s Ratio Prot		1000			0.06			1377				
v/s Ratio Perm		c0.11			0.00			0.11				
v/c Ratio		0.24			0.14			0.11				
Uniform Delay, d1		13.0			12.4			14.3				
Progression Factor		1.00			0.64			1.00				
Incremental Delay, d2		0.6			0.04			0.4				
Delay (s)		13.6			8.2			14.6				
Level of Service		В			A			В				
Approach Delay (s)		13.6			8.2			14.6			0.0	
Approach LOS		В			Α			В			Α	
11					Α.						71	
Intersection Summary												
HCM 2000 Control Delay			13.1	Н	CM 2000	Level of	Service		В			
HCM 2000 Volume to Capaci	ty ratio		0.25									
Actuated Cycle Length (s)			80.0		um of los				8.0			
Intersection Capacity Utilization	on		47.5%	IC	CU Level	of Service	<u>,</u>		А			
Analysis Period (min)			15									
c Critical Lane Group												

	₩	\mathbf{x}	٦	~	×	₹	ን	×	~	Ĺ	×	*
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		4413						ተተኈ				•
Traffic Volume (vph)	96	549	0	0	0	0	0	451	104	0	0	0
Future Volume (vph)	96	549	0	0	0	0	0	451	104	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Grade (%)		0%			0%			-5%			5%	
Total Lost time (s)		4.0						4.0				
Lane Util. Factor		0.91						0.91				
Frpb, ped/bikes		1.00						0.94				
Flpb, ped/bikes		0.97						1.00				
Frt		1.00						0.97				
Flt Protected		0.99						1.00				
Satd. Flow (prot)		3638						3547				
Flt Permitted		0.99						1.00				
Satd. Flow (perm)		3638						3547				
Peak-hour factor, PHF	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Adj. Flow (vph)	133	762	0	0	0	0	0	626	144	0	0	0
RTOR Reduction (vph)	0	30	0	0	0	0	0	15	0	0	0	0
Lane Group Flow (vph)	0	866	0	0	0	0	0	755	0	0	0	0
Confl. Peds. (#/hr)	132	000	272			132		, 00	287			219
Confl. Bikes (#/hr)			20						20			
Parking (#/hr)	16	16	0	0	0	0	16	16	16	0	0	0
Turn Type	Perm	NA	-			-		NA		-	-	-
Protected Phases	1 01111	1						2				
Permitted Phases	1	•						_				
Actuated Green, G (s)		37.5						33.5				
Effective Green, g (s)		38.0						34.0				
Actuated g/C Ratio		0.48						0.42				
Clearance Time (s)		4.5						4.5				
Lane Grp Cap (vph)		1728						1507				
v/s Ratio Prot		1720						c0.21				
v/s Ratio Perm		0.24						CO.Z I				
v/c Ratio		0.50						0.50				
Uniform Delay, d1		14.5						16.8				
Progression Factor		1.00						1.00				
Incremental Delay, d2		1.00						1.2				
Delay (s)		15.5						18.0				
Level of Service		В						В				
Approach Delay (s)		15.5			0.0			18.0			0.0	
Approach LOS		В			Α			В			Α	
					/\						71	
Intersection Summary												
HCM 2000 Control Delay			16.7	Н	CM 2000	Level of	Service		В			
HCM 2000 Volume to Capaci	ty ratio		0.50						_			
Actuated Cycle Length (s)			80.0		um of lost				8.0			
Intersection Capacity Utilization	on		37.8%	IC	CU Level	ot Service	<u> </u>		А			
Analysis Period (min)			15									
c Critical Lane Group												

	ሻ	†	P ⁴	J _k	†	*J	•	*	>	•	×	•
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		^		ň	4			ħβ				77
Traffic Volume (vph)	0	138	0	130	186	6	0	314	49	0	0	411
Future Volume (vph)	0	138	0	130	186	6	0	314	49	0	0	411
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	11	11	12	12	11	12	12	12	11
Total Lost time (s)		4.0		4.0	4.0			4.0				4.0
Lane Util. Factor		0.95		0.95	0.95			0.95				0.88
Frpb, ped/bikes		1.00		1.00	0.99			0.98				1.00
Flpb, ped/bikes		1.00		1.00	1.00			1.00				1.00
Frt		1.00		1.00	1.00			0.98				0.85
Flt Protected		1.00		0.95	1.00			1.00				1.00
Satd. Flow (prot)		2763		1243	1290			2640				2166
Flt Permitted		1.00		0.95	1.00			1.00				1.00
Satd. Flow (perm)		2763		1243	1290			2640				2166
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	0	166	0	157	224	7	0	378	59	0	0	495
RTOR Reduction (vph)	0	0	0	0	1	0	0	11	0	0	0	0
Lane Group Flow (vph)	0	166	0	141	246	0	0	427	0	0	0	495
Confl. Peds. (#/hr)			60			81			66			
Confl. Bikes (#/hr)						3						9
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type		NA		Split	NA			NA				pt+ov
Protected Phases		3		1	1			2				12
Permitted Phases												2 3
Actuated Green, G (s)		20.0		50.0	50.0			35.0				110.0
Effective Green, g (s)		21.0		51.0	51.0			36.0				112.0
Actuated g/C Ratio		0.18		0.42	0.42			0.30				0.93
Clearance Time (s)		5.0		5.0	5.0			5.0				
Vehicle Extension (s)		3.0		3.0	3.0			3.0				
Lane Grp Cap (vph)		483		528	548			792				2166
v/s Ratio Prot		c0.06		0.11	c0.19			c0.16				0.17
v/s Ratio Perm												0.06
v/c Ratio		0.34		0.27	0.45			0.54				0.23
Uniform Delay, d1		43.5		22.4	24.5			35.1				0.3
Progression Factor		1.00		1.00	1.00			1.00				1.00
Incremental Delay, d2		0.4		1.2	2.7			2.6				0.1
Delay (s)		43.9		23.6	27.2			37.7				0.4
Level of Service		D		С	С			D				Α
Approach Delay (s)		43.9			25.9			37.7			0.4	
Approach LOS		D			С			D			А	
Intersection Summary												
HCM 2000 Control Delay			22.9	Н	CM 2000	Level of S	Service		С			
HCM 2000 Volume to Capacity	ratio		0.46									
Actuated Cycle Length (s)			120.0	S	um of lost	time (s)			12.0			
Intersection Capacity Utilization	n		65.8%		CU Level				С			
Analysis Period (min)			15									
c Critical Lane Group												

	*1	ኘ	†	↓	لِر	¥J	•	\	Ţ	₹`	~	*
Movement	NBL2	NBL	NBT	SBT	SBR	SBR2	SEL2	SER	SER2	NWL2	NWL	NWT
Lane Configurations			4₽	↑ ↑			¥	Ž.				€1 }
Traffic Volume (vph)	4	8	183	188	73	32	5	18	11	42	78	106
Future Volume (vph)	4	8	183	188	73	32	5	18	11	42	78	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	9	10	12	12	12	11	12	12	12	9
Total Lost time (s)			4.0	4.0			8.5	4.0				4.0
Lane Util. Factor			0.95	0.95			1.00	1.00				0.95
Frpb, ped/bikes			1.00	0.88			1.00	0.52				0.97
Flpb, ped/bikes			0.99	1.00			0.97	1.00				0.86
Frt			1.00	0.95			1.00	0.85				0.94
Flt Protected			1.00	1.00			0.95	1.00				0.99
Satd. Flow (prot)			2480	2180			1311	610				1890
Flt Permitted			0.92	1.00			0.44	1.00				0.99
Satd. Flow (perm)			2291	2180			608	610				1890
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	4	9	195	200	78	34	5	19	12	45	83	113
RTOR Reduction (vph)	0	0	0	12	0	0	0	20	0	0	0	0
Lane Group Flow (vph)	0	0	208	300	0	0	5	11	0	0	0	421
Confl. Peds. (#/hr)	133	92			92	133	62	205	133	205	133	
Confl. Bikes (#/hr)					11			4				
Parking (#/hr)	0	8	8	8	8	0	0	0	0	0	16	16
Turn Type	Perm	Perm	NA	NA			D.Pm	Perm		Perm	Perm	NA
Protected Phases			1	1								2
Permitted Phases	1	1					2	2		2	2	
Actuated Green, G (s)			16.5	16.5			24.5	24.5				24.5
Effective Green, g (s)			20.0	20.0			24.5	29.0				29.0
Actuated g/C Ratio			0.25	0.25			0.31	0.36				0.36
Clearance Time (s)			7.5	7.5			8.5	8.5				8.5
Lane Grp Cap (vph)			572	545			186	221				685
v/s Ratio Prot			0,2	c0.14			100					000
v/s Ratio Perm			0.09	00.11			0.01	0.02				0.22
v/c Ratio			0.36	0.55			0.03	0.05				0.61
Uniform Delay, d1			24.8	26.1			19.4	16.6				20.9
Progression Factor			1.62	1.00			1.00	1.00				0.74
Incremental Delay, d2			1.8	4.0			0.3	0.4				4.1
Delay (s)			41.8	30.1			19.7	17.0				19.5
Level of Service			D	С			В	В				В
Approach Delay (s)			41.8	30.1								19.5
Approach LOS			D	C								В
Intersection Summary												
HCM 2000 Control Delay			27.5	H	CM 2000	Level of	Service		С			
HCM 2000 Volume to Capaci	tv ratio		0.42									
Actuated Cycle Length (s)	<i>y</i>		80.0	Sı	um of los	t time (s)			12.0			
Intersection Capacity Utilizati	on		56.7%			of Service)		В			
Analysis Period (min)			15									
c Critical Lane Group												



Mayamant	VIIVID	CMT
Movement	NWR	SWT
Lane Configurations	1/0	♣
Traffic Volume (vph)	169	0
Future Volume (vph)	169	0
Ideal Flow (vphpl)	1900	1900
Lane Width	12	12
Total Lost time (s)		
Lane Util. Factor		
Frpb, ped/bikes		
Flpb, ped/bikes		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Peak-hour factor, PHF	0.94	0.94
Adj. Flow (vph)	180	0
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	0	0
Confl. Peds. (#/hr)	62	
Confl. Bikes (#/hr)	15	
Parking (#/hr)	16	0
Turn Type		
Protected Phases		3
Permitted Phases		
Actuated Green, G (s)		
Effective Green, g (s)		
Actuated g/C Ratio		
Clearance Time (s)		
Lane Grp Cap (vph)		
v/s Ratio Prot		
v/s Ratio Perm		
v/c Ratio		
Uniform Delay, d1		
Progression Factor		
Incremental Delay, d2		
Delay (s)		
Level of Service		
Approach Delay (s)		0.0
Approach LOS		Α
		/\
Intersection Summary		

		→	•	√	←	•	•	†	~	/	Ţ	√
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑ ↑			↑ ↑			€1 }		J.	↑ }	
Traffic Volume (veh/h)	0	1103	24	0	974	112	17	426	63	103	279	48
Future Volume (veh/h)	0	1103	24	0	974	112	17	426	63	103	279	48
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.87	1.00		0.83	0.90		0.82	1.00		0.88
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90
Adj Sat Flow, veh/h/ln	0	1583	1710	0	1583	1710	1710	1583	1710	1583	1583	1710
Adj Flow Rate, veh/h	0	1137	25	0	1004	115	18	439	65	106	288	49
Adj No. of Lanes	0	2	0	0	2	0	0	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	8	8	0	8	8	8	8	8	8	8	8
Cap, veh/h	0	1252	28	0	1108	127	52	741	106	370	1150	191
Arrive On Green	0.00	0.44	0.44	0.00	0.88	0.87	0.32	0.32	0.31	0.12	0.48	0.47
Sat Flow, veh/h	0	2924	63	0	2598	288	44	2315	332	1508	2396	397
Grp Volume(v), veh/h	0	601	561	0	599	520	297	0	225	106	178	159
Grp Sat Flow(s),veh/h/ln	0	1504	1403	0	1504	1302	1539	0	1152	1508	1504	1288
Q Serve(g_s), s	0.0	37.3	37.3	0.0	23.5	23.9	0.0	0.0	16.5	4.1	7.0	7.3
Cycle Q Clear(g_c), s	0.0	37.3	37.3	0.0	23.5	23.9	15.7	0.0	16.5	4.1	7.0	7.3
Prop In Lane	0.00		0.04	0.00		0.22	0.06		0.29	1.00		0.31
Lane Grp Cap(c), veh/h	0	662	617	0	662	573	531	0	369	370	722	618
V/C Ratio(X)	0.00	0.91	0.91	0.00	0.91	0.91	0.56	0.00	0.61	0.29	0.25	0.26
Avail Cap(c_a), veh/h	0	662	617	0	662	573	531	0	369	370	722	618
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.31	0.31	0.09	0.00	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	26.1	26.1	0.0	4.8	4.9	28.5	0.0	28.8	17.7	15.3	15.5
Incr Delay (d2), s/veh	0.0	18.5	19.6	0.0	7.0	8.1	0.1	0.0	0.3	1.9	0.8	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	18.8	17.7 45.7	0.0	9.6 11.8	8.8	6.9	0.0	5.3	1.8	3.0	2.8
LnGrp Delay(d),s/veh	0.0	44.7 D	45.7 D	0.0	11.8 B	13.0 B	28.6 C	0.0	29.1 C	19.6 B	16.1 B	16.5 B
LnGrp LOS			U			D	U	Faa	C	D		D
Approach Vol, veh/h		1162 45.2			1119			522 28.8			443	
Approach Delay, s/veh Approach LOS		45.2 D			12.3 B			28.8 C			17.1 B	
• •											D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	16.0	36.0		48.0		52.0		48.0				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	11.5	31.5		43.5		47.5		43.5				
Max Q Clear Time (g_c+l1), s	6.1	18.5		39.3		9.3		25.9				
Green Ext Time (p_c), s	0.1	3.2		3.4		4.0		10.7				
Intersection Summary												
HCM 2010 Ctrl Delay			27.4									
HCM 2010 LOS			С									

	۶	→	•	•	←	•	1	†	/	/	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			414			414	
Traffic Volume (veh/h)	33	97	25	17	56	13	17	475	52	69	360	29
Future Volume (veh/h)	33	97	25	17	56	13	17	475	52	69	360	29
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.75		0.67	0.80		0.67	0.90		0.80	0.97		0.80
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Adj Sat Flow, veh/h/ln	1710	1613	1710	1710	1613	1710	1710	1613	1710	1710	1613	1710
Adj Flow Rate, veh/h	37	109	28	19	63	15	19	534	58	78	404	32
Adj No. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.90
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	102	231	53	98	247	53	71	1475	156	227	1134	93
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.61	0.61	0.60	1.00	1.00	1.00
Sat Flow, veh/h	161	786	182	149	839	181	38	2433	258	279	1870	154
Grp Volume(v), veh/h	174	0	0	97	0	0	350	0	261	262	0	252
Grp Sat Flow(s), veh/h/ln	1129	0	0	1169	0	0	1568	0	1161	1091	0	1211
Q Serve(g_s), s	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.2	2.7	0.0	0.0
Cycle Q Clear(g_c), s	9.5	0.0	0.0	4.7	0.0	0.0	8.7	0.0	9.2	11.8	0.0	0.0
Prop In Lane	0.21		0.16	0.20		0.15	0.05		0.22	0.30		0.13
Lane Grp Cap(c), veh/h	386	0	0	397	0	0	998	0	704	720	0	734
V/C Ratio(X)	0.45	0.00	0.00	0.24	0.00	0.00	0.35	0.00	0.37	0.36	0.00	0.34
Avail Cap(c_a), veh/h	420	0	0	432	0	0	998	0	704	720	0	734
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.97	0.00	0.97
Uniform Delay (d), s/veh	23.2	0.0	0.0	21.6	0.0	0.0	7.9	0.0	8.0	0.3	0.0	0.0
Incr Delay (d2), s/veh	8.0	0.0	0.0	0.3	0.0	0.0	1.0	0.0	1.5	1.4	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	0.0	1.7	0.0	0.0	4.1	0.0	3.2	0.9	0.0	0.3
LnGrp Delay(d),s/veh	24.1	0.0	0.0	22.0	0.0	0.0	8.9	0.0	9.5	1.7	0.0	1.2
LnGrp LOS	С			С			Α		Α	Α		Α
Approach Vol, veh/h		174			97			611			514	
Approach Delay, s/veh		24.1			22.0			9.2			1.5	
Approach LOS		С			С			А			А	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		52.5		27.5		52.5		27.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		45.5		25.5		45.5		25.5				
Max Q Clear Time (g_c+I1), s		11.2		11.5		13.8		6.7				
Green Ext Time (p_c), s		5.9		1.0		5.8		1.1				
Intersection Summary												
HCM 2010 Ctrl Delay			9.1									
HCM 2010 LOS			Α									

	•	→	•	√	←	•	•	†	~	/	Ţ	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ř	ĵ.		¥	₽		, J	↑ ↑		7	↑ }	
Traffic Volume (veh/h)	44	149	20	26	6	12	2	468	46	33	426	16
Future Volume (veh/h)	44	149	20	26	6	12	2	468	46	33	426	16
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.83		0.80	0.90		0.82	0.99		0.90	0.97		0.90
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Adj Sat Flow, veh/h/ln	1613	1613	1710	1613	1613	1710	1613	1613	1710	1613	1613	1710
Adj Flow Rate, veh/h	51	173	23	30	7	14	2	544	53	38	495	19
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	330	301	40	207	93	186	468	1687	164	532	1810	69
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	1.00	1.00	1.00	0.21	0.21	0.21
Sat Flow, veh/h	1001	1182	157	923	365	729	760	2613	253	684	2803	107
Grp Volume(v), veh/h	51	0	196	30	0	21	2	318	279	38	270	244
Grp Sat Flow(s),veh/h/ln	1001	0	1339	923	0	1094	760	1533	1334	684	1533	1378
Q Serve(g_s), s	3.3	0.0	10.2	2.3	0.0	1.2	0.0	0.0	0.0	3.6	11.8	11.8
Cycle Q Clear(g_c), s	4.4	0.0	10.2	12.6	0.0	1.2	11.9	0.0	0.0	3.6	11.8	11.8
Prop In Lane	1.00		0.12	1.00		0.67	1.00		0.19	1.00		0.08
Lane Grp Cap(c), veh/h	330	0	341	207	0	278	468	989	861	532	989	890
V/C Ratio(X)	0.15	0.00	0.58	0.15	0.00	0.08	0.00	0.32	0.32	0.07	0.27	0.27
Avail Cap(c_a), veh/h	401	0	435	272	0	356	468	989	861	532	989	890
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.94	0.94	0.94	0.95	0.95	0.95
Uniform Delay (d), s/veh	24.4	0.0	26.1	31.6	0.0	22.8	1.4	0.0	0.0	12.6	15.8	15.8
Incr Delay (d2), s/veh	0.2	0.0	1.5	0.3	0.0	0.1	0.0	0.8	0.9	0.2	0.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	3.9 27.6	0.6	0.0	0.4 22.9	0.0	0.2	0.2	0.7	5.2	4.7
LnGrp Delay(d),s/veh	24.6 C	0.0	27.0 C	31.9 C	0.0	22.9 C	1.4 A	0.8 A		12.8 B	16.4 B	16.5 B
LnGrp LOS	<u> </u>	247	C	C	Г1	C	A		A	D		<u>D</u>
Approach Vol, veh/h		247			51 28.2			599			552	
Approach LOS		27.0 C			28.2 C			0.9			16.2 B	
Approach LOS								Α			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		55.7		24.3		55.7		24.3				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		45.5		25.5		45.5		25.5				
Max Q Clear Time (g_c+l1), s		13.9		12.2		13.8		14.6				
Green Ext Time (p_c), s		5.6		1.1		5.6		1.0				
Intersection Summary			46.									
HCM 2010 Ctrl Delay			12.1									
HCM 2010 LOS			В									

	۶	→	•	•	←	4	4	†	/	/	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		ሻ	∱ }		ሻ	ħβ	
Traffic Volume (vph)	4	45	10	40	104	53	49	422	62	65	459	87
Future Volume (vph)	4	45	10	40	104	53	49	422	62	65	459	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.97			0.93		1.00	0.96		1.00	0.92	
Flpb, ped/bikes		0.99			0.97		0.78	1.00		0.85	1.00	
Frt		0.98			0.96		1.00	0.98		1.00	0.98	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1316			1215		1046	2704		1146	2567	
Flt Permitted		0.98			0.93		0.42	1.00		0.46	1.00	
Satd. Flow (perm)		1297			1143		468	2704		554	2567	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	4	47	11	42	109	56	52	444	65	68	483	92
RTOR Reduction (vph)	0	8	0	0	19	0	0	11	0	0	15	0
Lane Group Flow (vph)	0	54	0	0	188	0	52	498	0	68	560	0
Confl. Peds. (#/hr)	180		128	128		180	187		98	98		187
Confl. Bikes (#/hr)			7			10			5			18
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Parking (#/hr)	5	5	5	5	5	5	5	5	5	5	5	5
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			6	
Permitted Phases	4			4			2			6		
Actuated Green, G (s)		17.9			17.9		53.1	53.1		53.1	53.1	
Effective Green, g (s)		18.4			18.4		53.6	53.6		53.6	53.6	
Actuated g/C Ratio		0.23			0.23		0.67	0.67		0.67	0.67	
Clearance Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		298			262		313	1811		371	1719	
v/s Ratio Prot								0.18			c0.22	
v/s Ratio Perm		0.04			c0.16		0.11			0.12		
v/c Ratio		0.18			0.72		0.17	0.27		0.18	0.33	
Uniform Delay, d1		24.7			28.4		4.9	5.3		5.0	5.6	
Progression Factor		1.00			1.00		0.70	0.67		1.84	2.21	
Incremental Delay, d2		0.3			9.0		1.1	0.4		0.5	0.2	
Delay (s)		25.0			37.4		4.5	3.9		9.6	12.5	
Level of Service		С			D		Α	Α		А	В	
Approach Delay (s)		25.0			37.4			4.0			12.2	
Approach LOS		С			D			А			В	
Intersection Summary												
HCM 2000 Control Delay			13.2	Н	CM 2000	Level of :	Service		В			
HCM 2000 Volume to Capacit	ty ratio		0.42									
Actuated Cycle Length (s)	,		80.0	S	um of lost	time (s)			8.0			
Intersection Capacity Utilization	on		57.5%		U Level		!		В			
Analysis Period (min)	· ·		15		2 23.31							
c Critical Lane Group												

	۶	→	•	•	←	•	•	†	<u> </u>	>		✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ř	ተተ _ጉ		,	ተተኈ		¥	∱ β		¥	∱ β	
Traffic Volume (veh/h)	31	1390	10	231	959	184	26	294	182	126	360	6
Future Volume (veh/h)	31	1390	10	231	959	184	26	294	182	126	360	6
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		0.91	1.00		0.69	1.00		0.67
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Adj Sat Flow, veh/h/ln	1613	1613	1710	1613	1613	1710	1613	1613	1710	1613	1613	1710
Adj Flow Rate, veh/h	33	1479	11	246	1020	196	28	313	194	134	383	6
Adj No. of Lanes	1	3	0	1	3	0	1	2	0	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	154	2045	15	221	1806	346	106	326	176	106	609	9
Arrive On Green	0.10	0.47	0.47	0.29	1.00	1.00	0.02	0.07	0.07	0.09	0.28	0.28
Sat Flow, veh/h	1536	4306	32	1536	3481	667	1536	1533	831	1536	2865	45
Grp Volume(v), veh/h	33	1009	481	246	860	356	28	313	194	134	204	185
Grp Sat Flow(s),veh/h/ln	1536	1468	1401	1536	1468	1212	1536	1533	831	1536	1533	1377
Q Serve(g_s), s	3.2	44.0	44.0	23.0	0.0	0.0	2.9	32.6	34.0	11.0	18.6	18.8
Cycle Q Clear(g_c), s	3.2	44.0	44.0	23.0	0.0	0.0	2.9	32.6	34.0	11.0	18.6	18.8
Prop In Lane	1.00		0.02	1.00		0.55	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	154	1395	666	221	1523	629	106	326	176	106	326	293
V/C Ratio(X)	0.21	0.72	0.72	1.11	0.56	0.57	0.27	0.96	1.10	1.27	0.63	0.63
Avail Cap(c_a), veh/h	154	1395	666	221	1523	629	106	326	176	106	326	293
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.2	33.6	33.6	57.0	0.0	0.0	74.2	73.7	74.5	72.7	51.9	51.9
Incr Delay (d2), s/veh	3.2	3.3	6.7	94.5	1.5	3.7	6.0	40.9	96.8	176.1	8.8	10.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	18.4	18.2	15.5	0.3 1.5	0.6	1.4 80.2	17.6 114.6	12.6 171.2	9.8	8.7 60.7	7.9
LnGrp Delay(d),s/veh	69.4 E	36.9 D	40.3 D	151.5 F		3.7 A	80.2 F	114.0 F	171.2 F	248.8 F	60.7 E	61.9
LnGrp LOS	<u></u>		D	Г	A 14/2	A	Г		Г	Г		E
Approach Vol, veh/h		1523			1462			535			523 109.3	
Approach LOS		38.7 D			27.3 C			133.4 F			109.3 F	
Approach LOS											Г	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	38.0	27.0	80.0	15.0	38.0	20.0	87.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.5	33.5	22.5	75.5	10.5	33.5	15.5	82.5				
Max Q Clear Time (g_c+I1), s	13.0	36.0	25.0	46.0	4.9	20.8	5.2	2.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	8.7	0.0	3.5	0.0	9.3				
Intersection Summary												
HCM 2010 Ctrl Delay			56.2									
HCM 2010 LOS			Ε									

	→	•	•	•	4	†	7	>	ţ	✓	4	
Movement	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	
Lane Configurations	f		4	7	ሻ	↑ ↑		ሻ	↑ ↑		ሻ	
Traffic Volume (vph)	0	53	54	262	31	407	71	495	439	1	10	
Future Volume (vph)	0	53	54	262	31	407	71	495	439	1	10	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	11	12	11	12	11	11	12	12	12	12	12	
Total Lost time (s)			6.0	6.0	4.0	6.0		4.0	4.0		4.0	
Lane Util. Factor			1.00	1.00	1.00	0.95		1.00	0.95		1.00	
Frpb, ped/bikes			1.00	0.82	1.00	1.00		1.00	1.00		1.00	
Flpb, ped/bikes			1.00	1.00	0.97	1.00		0.98	1.00		1.00	
Frt			1.00	0.85	1.00	0.98		1.00	1.00		1.00	
Flt Protected			0.98	1.00	0.95	1.00		0.95	1.00		0.95	
Satd. Flow (prot)			1331	982	1255	2705		1356	2910		1379	
Flt Permitted			0.84	1.00	0.47	1.00		0.38	1.00		0.95	
Satd. Flow (perm)			1153	982	626	2705		544	2910		1379	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	0	59	60	291	34	452	79	550	488	1	11	
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	
Lane Group Flow (vph)	0	0	119	291	34	531	0	550	489	0	11	
Confl. Peds. (#/hr)				89	32			37		32		
Confl. Bikes (#/hr)				30			7			16		
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	
Parking (#/hr)	5	5	5	5	5	5	5	0	0	0	0	
Turn Type		Perm	NA	custom	pm+pt	NA		pm+pt	NA		Prot	
Protected Phases	4		8		5	2		1	6		9	
Permitted Phases		8		1	2			6				
Actuated Green, G (s)			30.9	29.9	82.1	76.4		112.8	102.6		1.8	
Effective Green, g (s)			30.4	29.4	83.1	75.9		114.3	103.1		2.3	
Actuated g/C Ratio			0.19	0.18	0.52	0.47		0.71	0.64		0.01	
Clearance Time (s)			5.5	5.5	4.5	5.5		5.5	4.5		4.5	
Vehicle Extension (s)			3.0	3.0	3.0	3.0		3.0	3.0		3.0	
Lane Grp Cap (vph)			219	180	349	1283		547	1875		19	
v/s Ratio Prot					0.00	0.20		0.20	0.17		c0.01	
v/s Ratio Perm			c0.10	c0.30	0.05			c0.52				
v/c Ratio			0.54	1.62	0.10	0.41		1.01	0.26		0.58	
Uniform Delay, d1			58.5	65.3	19.0	27.5		14.8	12.2		78.4	
Progression Factor			0.91	0.98	0.60	0.63		1.00	1.00		1.00	
Incremental Delay, d2			8.3	298.9	0.1	0.7		39.8	0.1		36.3	
Delay (s)			61.6	363.1	11.5	18.1		54.6	12.2		114.7	
Level of Service			Е	F	В	В		D	В		F	
Approach Delay (s)	0.0		275.6			17.7			34.7		114.7	
Approach LOS	Α		F			В			С		F	
Intersection Summary												
HCM 2000 Control Delay			79.1	Н	CM 2000	Level of S	Service		Е			
HCM 2000 Volume to Capacity	ratio		1.05									
Actuated Cycle Length (s)			160.0		um of lost				20.0			
Intersection Capacity Utilization	n		83.5%	IC	CU Level of	of Service			Е			
Analysis Period (min)			15									
c Critical Lane Group												

	→	←	•	†	/	/	ļ	4	*	
Movement	EBT	WBT	WBR	NBT	NBR	SBL	SBT	SBR2	NEL	
Lane Configurations	^ ^	^		f			4		*	
Traffic Volume (vph)	1708	1497	34	30	69	74	0	9	10	
Future Volume (vph)	1708	1497	34	30	69	74	0	9	10	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	11	11	12	12	12	12	12	12	12	
Total Lost time (s)	4.0	4.0		4.0			4.5		4.0	
Lane Util. Factor	0.91	0.91		1.00			1.00		1.00	
Frpb, ped/bikes	1.00	0.99		0.87			0.99		1.00	
Flpb, ped/bikes	1.00	1.00		1.00			1.00		1.00	
Frt	1.00	1.00		0.91			0.99		1.00	
Flt Protected	1.00	1.00		1.00			0.96		0.95	
Satd. Flow (prot)	4080	4020		1110			1356		1379	
Flt Permitted	1.00	1.00		1.00			0.52		0.95	
Satd. Flow (perm)	4080	4020		1110			730		1379	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Adj. Flow (vph)	1877	1645	37	33	76	81	0	10	11	
RTOR Reduction (vph)	0	10 10	0	56	0	0	63	0	0	
Lane Group Flow (vph)	1877	1681	0	53	0	0	28	0	11	
Confl. Peds. (#/hr)	1077	1001	112	00	108	U	20	32	• •	
Confl. Bikes (#/hr)			3		7			18		
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	
Parking (#/hr)	5	5	5	5	0	5	0	0	0	
Turn Type	NA	NA		NA		Perm	NA		Prot	
Protected Phases	4	4		2		I CIIII	2		1	
Permitted Phases	-	-		2		2	2		•	
Actuated Green, G (s)	118.2	118.2		21.0			21.0		2.8	
Effective Green, g (s)	118.7	118.7		21.5			21.0		7.8	
Actuated g/C Ratio	0.74	0.74		0.13			0.13		0.05	
Clearance Time (s)	4.5	4.5		4.5			4.5		9.0	
Vehicle Extension (s)	3.0	3.0		3.0			3.0		3.0	
Lane Grp Cap (vph)	3026	2982		149			95		67	
v/s Ratio Prot	c0.46	0.42		c0.05			7.5		c0.01	
v/s Ratio Perm	CO.40	0.42		00.00			0.04		CO.0 I	
v/c Ratio	0.62	0.56		0.35			0.30		0.16	
Uniform Delay, d1	9.9	9.2		62.9			62.8		73.0	
Progression Factor	1.22	0.26		1.00			1.01		1.00	
Incremental Delay, d2	0.5	0.6		1.4			1.4		1.00	
Delay (s)	12.6	3.0		64.4			65.1		74.1	
Level of Service	12.0	Α		E			E		F	
Approach Delay (s)	12.6	3.0		64.4			65.1		74.1	
Approach LOS	12.0 B	3.0 A		E			E		, 4.1 E	
Intersection Summary	J	,,		_			_		_	
HCM 2000 Control Delay			11.3	H	CM 2000	Level of S	Service		В	
HCM 2000 Volume to Capacit	ty ratio		0.56	111	JIVI 2000	LOVOI OI V	JOI VICC		D	
Actuated Cycle Length (s)	y ruilo		160.0	Sı.	um of lost	time (s)			12.5	
Intersection Capacity Utilization	n		75.4%			of Service			12.3 D	
Analysis Period (min)	211		15	10	O LOVOI (J. OCI VICC				
c Critical Lane Group			10							

	۶	→	•	•	←	4	1	†	/	/	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ĵ.			4		ሻ		7	7	ĵ»	
Traffic Volume (vph)	0	413	82	14	328	0	38	0	12	4	20	3
Future Volume (vph)	0	413	82	14	328	0	38	0	12	4	20	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	11	11	12	12	12	12	12	12	12
Total Lost time (s)		4.0			4.0		4.0		4.0	4.5	4.5	
Lane Util. Factor		1.00			1.00		1.00		1.00	1.00	1.00	
Frpb, ped/bikes		0.97			1.00		1.00		0.96	1.00	0.98	
Flpb, ped/bikes		1.00			1.00		0.86		1.00	0.98	1.00	
Frt		0.98			1.00		1.00		0.85	1.00	0.98	
Flt Protected		1.00			1.00		0.95		1.00	0.95	1.00	
Satd. Flow (prot)		1291			1360		1154		1146	1313	1354	
Flt Permitted		1.00			0.97		0.74		1.00	0.95	1.00	
Satd. Flow (perm)		1291			1323		896		1146	1313	1354	
Peak-hour factor, PHF	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Adj. Flow (vph)	0	543	108	18	432	0	50	0	16	5	26	4
RTOR Reduction (vph)	0	9	0	0	0	0	0	0	12	0	3	0
Lane Group Flow (vph)	0	642	0	0	450	0	50	0	4	5	27	0
Confl. Peds. (#/hr)	56	0.2	63	63		56	103	J	9	9	_,	103
Confl. Bikes (#/hr)			24	00		58	100		3	,		8
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Parking (#/hr)	0	5	5	5	5	0	5	0	5	5	5	0
Turn Type		NA		Perm	NA		Perm		Perm	Perm	NA	
Protected Phases		4		1 Cilli	8		T CITII		1 Cilli	1 Cilli	6	
Permitted Phases				8	U		2		2	6	U	
Actuated Green, G (s)		50.5		- U	50.5		20.5		20.5	20.5	20.5	
Effective Green, g (s)		51.0			51.0		21.0		21.0	20.5	20.5	
Actuated g/C Ratio		0.64			0.64		0.26		0.26	0.26	0.26	
Clearance Time (s)		4.5			4.5		4.5		4.5	4.5	4.5	
Lane Grp Cap (vph)		823			843		235		300	336	346	
v/s Ratio Prot		c0.50			043		233		300	330	0.02	
v/s Ratio Prot v/s Ratio Perm		00.50			0.34		c0.06		0.00	0.00	0.02	
v/c Ratio		0.78			0.54		0.21		0.00	0.00	0.08	
Uniform Delay, d1												
Progression Factor		10.5 2.71			8.0 1.87		23.0 0.80		21.8 0.65	22.2 1.00	22.6 1.00	
Incremental Delay, d2		3.5			1.07		1.9		0.03	0.1	0.4	
Delay (s)		31.8			16.2		20.2		14.3	22.3	23.0	
Level of Service		31.0 C			10.2 B		20.2 C		14.3 B	22.3 C	23.0 C	
Approach Delay (s)		31.8			16.2		C	18.8	Ь	C	22.9	
Approach LOS		31.0 C			10.2 B						22.9 C	
		C			D			В			C	
Intersection Summary												
HCM 2000 Control Delay			25.0	Н	CM 2000	Level of S	Service		С			
HCM 2000 Volume to Capacity	y ratio		0.62									
Actuated Cycle Length (s)			80.0		um of lost				8.5			
Intersection Capacity Utilization	n		60.9%	IC	CU Level	of Service	:		В			
Analysis Period (min)			15									
c Critical Lane Group												

	۶	→	•	√	←	•	•	†	<i>></i>	>		✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	, J	∱ }		¥	∱ }		77	↑ }		7	∱ β	
Traffic Volume (veh/h)	106	992	8	81	705	79	377	308	43	71	257	64
Future Volume (veh/h)	106	992	8	81	705	79	377	308	43	71	257	64
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.84	1.00		0.82	1.00		0.78	1.00		0.69
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.85
Adj Sat Flow, veh/h/ln	1583	1583	1710	1583	1583	1710	1583	1583	1710	1583	1583	1710
Adj Flow Rate, veh/h	113	1055	9	86	750	84	401	328	46	76	273	68
Adj No. of Lanes	1	2	0	1	2	0	2	2	0	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	8	8	8	8	8	8	8	8	8	8	8	8
Cap, veh/h	151	1180	10	119	975	109	478	734	100	107	429	99
Arrive On Green	0.03	0.13	0.13	0.08	0.39	0.38	0.16	0.30	0.29	0.07	0.21	0.20
Sat Flow, veh/h	1508	2895	25	1508	2524	282	2925	2429	331	1508	2044	470
Grp Volume(v), veh/h	113	548	516	86	447	387	401	200	174	76	195	146
Grp Sat Flow(s), veh/h/ln	1508	1504	1415	1508	1504	1302	1463	1504	1256	1508	1504	1010
Q Serve(g_s), s	7.4	35.9	35.9	5.6	25.9	26.0	13.3	10.7	11.3	4.9	11.8	13.4
Cycle Q Clear(g_c), s	7.4	35.9	35.9	5.6	25.9	26.0	13.3	10.7	11.3	4.9	11.8	13.4
Prop In Lane	1.00	(40	0.02	1.00	F04	0.22	1.00	45.4	0.26	1.00	047	0.47
Lane Grp Cap(c), veh/h	151	613	577	119	581	503	478	454	379	107	316	212
V/C Ratio(X)	0.75	0.89	0.89	0.72	0.77	0.77	0.84	0.44	0.46	0.71	0.62	0.69
Avail Cap(c_a), veh/h	158	613	577	158	581	503	483	489	408	158	399	268
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.28	0.28	0.28 41.2	1.00	1.00	1.00	0.97	0.97 28.1	0.97	1.00 45.4	1.00	1.00
Uniform Delay (d), s/veh	47.1 5.3	41.2 6.2	6.6	45.0 10.2	26.8 9.4	26.9 10.8	40.6 12.0	0.7	28.4 0.8	8.2	35.9	36.7 5.2
Incr Delay (d2), s/veh Initial Q Delay(d3),s/veh	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.2	2.0 0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	16.0	15.2	2.7	12.2	10.9	6.1	4.5	4.0	2.3	5.0	4.1
LnGrp Delay(d),s/veh	52.4	47.4	47.7	55.2	36.2	37.7	52.6	28.7	29.2	53.6	37.8	42.0
LnGrp LOS	J2.4 D	47.4 D	47.7 D	55.2 E	30.2 D	37.7 D	52.0 D	20.7 C	27.2 C	55.0 D	37.0 D	42.0 D
Approach Vol, veh/h	U	1177	U	<u> </u>	920	U	U	775	C	U	417	
Approach Delay, s/veh		48.0			38.6			41.2			42.2	
Approach LOS		40.0 D			30.0 D			41.2 D			42.2 D	
• •						,	_				D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.5	42.1	19.8	24.5	11.4	44.3	10.6	33.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.5	31.5	15.5	25.5	9.5	31.5	9.5	31.5				
Max Q Clear Time (g_c+l1), s	9.4	28.0	15.3	15.4	7.6	37.9	6.9	13.3				
Green Ext Time (p_c), s	0.0	2.6	0.0	2.3	0.0	0.0	0.0	3.0				
Intersection Summary												
HCM 2010 Ctrl Delay			43.0									
HCM 2010 LOS			D									

	۶	→	•	•	—	•	4	†	/	/	↓	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4	7	ሻ	^		7	∱ 1≽	•
Traffic Volume (vph)	27	39	47	37	46	32	46	364	76	53	289	23
Future Volume (vph)	27	39	47	37	46	32	46	364	76	53	289	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	11	12	12	11	12	12	11	12
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00		1.00	0.95	
Frpb, ped/bikes		0.95			1.00	0.52	1.00	0.94		1.00	0.96	
Flpb, ped/bikes		0.90			0.96	1.00	0.83	1.00		0.95	1.00	
Frt		0.94			1.00	0.85	1.00	0.97		1.00	0.99	
Flt Protected		0.99			0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1090			1285	623	1118	1248		1459	2790	
Flt Permitted		0.91			0.85	1.00	0.55	1.00		0.42	1.00	
Satd. Flow (perm)		1008			1116	623	645	1248		642	2790	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	29	42	51	40	50	35	50	396	83	58	314	25
RTOR Reduction (vph)	0	36	0	0	0	29	0	7	0	0	5	0
Lane Group Flow (vph)	0	86	0	0	90	6	50	472	0	58	334	0
Confl. Peds. (#/hr)	229	00	93	93	70	229	189	172	113	113	301	189
Confl. Bikes (#/hr)	227		4	73		11	107		36	113		7
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	5	0
Parking (#/hr)	5	5	5	5	5	5	5	5	5	U	J	U
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	I CIIII	4		I CIIII	4	I CIIII	рит+рі 5	2		рит+рt 1	6	
Permitted Phases	4			4		4	2			6	U	
Actuated Green, G (s)	7	13.6		7	13.6	13.6	52.9	48.6		52.9	48.6	
Effective Green, g (s)		14.6			14.6	14.6	51.9	49.6		51.9	49.6	
Actuated g/C Ratio		0.18			0.18	0.18	0.65	0.62		0.65	0.62	
Clearance Time (s)		5.0			5.0	5.0	3.5	5.0		3.5	5.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		183			203	113	440	773		455	1729	
v/s Ratio Prot		103			203	113	0.01	c0.38		c0.01	0.12	
v/s Ratio Prot v/s Ratio Perm		c0.09			0.08	0.01	0.01	CU.30		0.08	0.12	
v/c Ratio		0.47			0.44	0.01	0.07	0.61		0.00	0.19	
Uniform Delay, d1		29.2			29.1	27.0	5.2	9.3		5.5	6.6	
Progression Factor		1.00			1.00	1.00	1.00	1.00		0.54	0.47	
Incremental Delay, d2		1.00			1.5	0.2	0.1	3.6		0.54	0.47	
Delay (s)		31.1			30.6	27.2	5.3	12.9		3.1	3.3	
Level of Service		31.1 C			30.0 C	27.2 C	3.3 A			3. I	3.3 A	
Approach Delay (s)		31.1			29.7	C	А	B 12.2		А	3.3	
11		31.1 C			29.7 C							
Approach LOS		C			C			В			А	
Intersection Summary												
HCM 2000 Control Delay			13.0	H	CM 2000	Level of	Service		В			
HCM 2000 Volume to Capacity	y ratio		0.55									
Actuated Cycle Length (s)			80.0		um of lost				12.0			
Intersection Capacity Utilization	n		70.5%	IC	CU Level	of Service	9		С			
Analysis Period (min)			15									

	۶	→	•	√	←	•	•	†	~	/	Ţ	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		J.	f)		7	↑ }	
Traffic Volume (veh/h)	190	40	40	28	76	23	53	390	50	110	360	71
Future Volume (veh/h)	190	40	40	28	76	23	53	390	50	110	360	71
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.89		0.89	1.00		0.80	0.95		0.87	0.99		0.88
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.95
Adj Sat Flow, veh/h/ln	1710	1613	1710	1710	1613	1710	1613	1613	1710	1613	1613	1710
Adj Flow Rate, veh/h	221	47	47	33	88	27	62	453	58	128	419	83
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	2	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	276	48	43	121	264	74	478	542	69	406	1146	223
Arrive On Green	0.31	0.31	0.30	0.31	0.31	0.30	0.08	0.90	0.88	0.12	0.94	0.92
Sat Flow, veh/h	637	154	139	211	846	236	1536	1204	154	1536	2428	473
Grp Volume(v), veh/h	315	0	0	148	0	0	62	0	511	128	262	240
Grp Sat Flow(s),veh/h/ln	930	0	0	1293	0	0	1536	0	1358	1536	1533	1368
Q Serve(g_s), s	17.9	0.0	0.0	0.0	0.0	0.0	1.7	0.0	12.3	3.7	1.2	1.4
Cycle Q Clear(g_c), s	25.0	0.0	0.0	7.1	0.0	0.0	1.7	0.0	12.3	3.7	1.2	1.4
Prop In Lane	0.70		0.15	0.22		0.18	1.00		0.11	1.00		0.35
Lane Grp Cap(c), veh/h	367	0	0	459	0	0	478	0	611	406	723	646
V/C Ratio(X)	0.86	0.00	0.00	0.32	0.00	0.00	0.13	0.00	0.84	0.32	0.36	0.37
Avail Cap(c_a), veh/h	367	0	0	459	0	0	588	0	611	483	723	646
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.80	0.00	0.80	0.92	0.92	0.92
Uniform Delay (d), s/veh	28.6	0.0	0.0	21.4	0.0	0.0	10.6	0.0	2.9	11.0	1.2	1.4
Incr Delay (d2), s/veh	18.0	0.0	0.0	0.4	0.0	0.0	0.1	0.0	10.5	0.4	1.3	1.5
Initial Q Delay(d3),s/veh	0.0 8.7	0.0	0.0	0.0	0.0	0.0	0.0 0.7	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.0	0.0	2.6	0.0	0.0	10.7	0.0	5.5	1.5	0.7	0.7
LnGrp Delay(d),s/veh	46.6 D	0.0	0.0	21.8 C	0.0	0.0	10.7 B	0.0	13.3 B	11.4 B	2.5	2.9
LnGrp LOS	D	215		C	140		D	F72	D	D	A (20)	<u>A</u>
Approach Vol, veh/h		315			148 21.8			573			630	
Approach LOS		46.6			21.8 C			13.1			4.5	
Approach LOS		D						В			А	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	41.0		30.0	7.2	42.8		30.0				
Change Period (Y+Rc), s	3.5	5.0		5.0	3.5	5.0		5.0				
Max Green Setting (Gmax), s	9.5	32.0		25.0	9.5	32.0		25.0				
Max Q Clear Time (g_c+l1), s	5.7	14.3		27.0	3.7	3.4		9.1				
Green Ext Time (p_c), s	0.1	4.4		0.0	0.1	4.9		2.0				
Intersection Summary												
HCM 2010 Ctrl Delay			16.9									
HCM 2010 LOS			В									

	۶	→	•	√	—	•	•	†	~	/		✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		, J	f)		7	∱ β	
Traffic Volume (veh/h)	30	68	40	14	85	24	68	301	53	28	389	112
Future Volume (veh/h)	30	68	40	14	85	24	68	301	53	28	389	112
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.88		0.80	0.88		0.80	0.95		0.86	0.93		0.86
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1613	1710	1710	1613	1710	1613	1613	1710	1613	1613	1710
Adj Flow Rate, veh/h	36	81	48	17	101	29	81	358	63	33	463	133
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	2	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	96	164	84	67	234	62	512	625	110	537	1200	340
Arrive On Green	0.25	0.25	0.24	0.25	0.25	0.24	0.09	1.00	1.00	0.05	1.00	1.00
Sat Flow, veh/h	164	658	337	66	938	247	1536	1139	200	1536	2268	642
Grp Volume(v), veh/h	165	0	0	147	0	0	81	0	421	33	311	285
Grp Sat Flow(s),veh/h/ln	1159	0	0	1250	0	0	1536	0	1339	1536	1533	1377
Q Serve(g_s), s	1.6	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	0.8	0.0	0.0
Cycle Q Clear(g_c), s	9.3	0.0	0.0	7.7	0.0	0.0	1.9	0.0	0.0	0.8	0.0	0.0
Prop In Lane	0.22		0.29	0.12		0.20	1.00		0.15	1.00		0.47
Lane Grp Cap(c), veh/h	345	0	0	363	0	0	512	0	735	537	811	728
V/C Ratio(X)	0.48	0.00	0.00	0.41	0.00	0.00	0.16	0.00	0.57	0.06	0.38	0.39
Avail Cap(c_a), veh/h	345	0	0	363	0	0	653	0	735	708	811	728
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.34	0.00	0.34	0.80	0.80	0.80
Uniform Delay (d), s/veh	26.1	0.0	0.0	25.5	0.0	0.0	7.5	0.0	0.0	8.1	0.0	0.0
Incr Delay (d2), s/veh	4.7	0.0	0.0	3.3	0.0	0.0	0.0	0.0	1.1	0.0	1.1	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	0.0	3.1	0.0	0.0	0.8	0.0	0.2 1.1	0.3 8.1	0.2 1.1	0.3 1.3
LnGrp Delay(d),s/veh	30.8 C	0.0	0.0	28.8 C	0.0	0.0	7.5 A	0.0	1.1 A			
LnGrp LOS	U	1/5		C	1 17		A	F02	А	A	(20)	<u>A</u>
Approach Vol, veh/h		165 30.8			147 28.8			502 2.2			629	
Approach LOS		30.8 C			28.8 C						1.5	
Approach LOS								А			А	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.7	47.3		25.0	6.1	48.9		25.0				
Change Period (Y+Rc), s	3.5	5.0		5.0	3.5	5.0		5.0				
Max Green Setting (Gmax), s	11.5	35.0		20.0	11.5	35.0		20.0				
Max Q Clear Time (g_c+l1), s	3.9	2.0		11.3	2.8	2.0		9.7				
Green Ext Time (p_c), s	0.1	5.0		0.9	0.0	5.0		1.0				
Intersection Summary												
HCM 2010 Ctrl Delay			7.9									
HCM 2010 LOS			Α									

	۶	→	•	√	←	•	•	†	~	>		✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ř	ĵ.			4	7	J.	ተ ተኈ		, J	ħβ	
Traffic Volume (veh/h)	6	31	17	9	78	179	53	320	12	102	526	220
Future Volume (veh/h)	6	31	17	9	78	179	53	320	12	102	526	220
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.91	0.94		0.90	1.00		0.88	0.94		0.88
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.95
Adj Sat Flow, veh/h/ln	1613	1613	1710	1710	1613	1613	1613	1613	1710	1613	1613	1710
Adj Flow Rate, veh/h	6	33	18	9	82	188	56	337	13	107	554	232
Adj No. of Lanes	1	1	0	0	1	1	1	3	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	325	284	155	61	502	372	323	2204	84	566	1060	441
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.09	1.00	1.00	0.05	0.54	0.53
Sat Flow, veh/h	920	827	451	105	1459	1083	1536	4139	157	1536	1970	821
Grp Volume(v), veh/h	6	0	51	91	0	188	56	238	112	107	430	356
Grp Sat Flow(s), veh/h/ln	920	0	1277	1564	0	1083	1536	1468	1360	1536	1533	1258
Q Serve(g_s), s	0.7	0.0	4.4	0.0	0.0	22.0	2.5	0.0	0.0	5.0	28.9	29.2
Cycle Q Clear(g_c), s	7.0	0.0	4.4	6.3	0.0	22.0	2.5	0.0	0.0	5.0	28.9	29.2
Prop In Lane	1.00	_	0.35	0.10	0	1.00	1.00	45/0	0.12	1.00	005	0.65
Lane Grp Cap(c), veh/h	325	0	439	562	0	372	323	1563	724	566	825	677
V/C Ratio(X)	0.02	0.00	0.12	0.16	0.00	0.50	0.17	0.15	0.16	0.19	0.52	0.53
Avail Cap(c_a), veh/h	325	0	439	562	0	372	362	1563	724	789	825	677
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00 0.79	2.00	1.00 0.09	1.00	1.00
Upstream Filter(I)	1.00 38.9	0.00	1.00 35.9	1.00	0.00	1.00 41.7	0.79 16.9	0.79	0.79	15.1	0.09 23.7	
Uniform Delay (d), s/veh Incr Delay (d2), s/veh	0.1	0.0	0.5	36.5 0.6	0.0	41.7	0.2	0.0	0.0	0.0	0.2	23.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.4	0.0	0.2	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.6	2.9	0.0	7.1	1.1	0.0	0.0	2.1	12.2	10.1
LnGrp Delay(d),s/veh	39.1	0.0	36.5	37.1	0.0	46.5	17.1	0.0	0.1	15.1	24.0	24.2
LnGrp LOS	D	0.0	30.3 D	57.1 D	0.0	40.3 D	В	0.2 A	Α	В	24.0 C	C C
Approach Vol, veh/h		57			279			406			893	
Approach Delay, s/veh		36.8			43.5			2.6			23.0	
Approach LOS		D			D			Α.			23.0 C	
• •	1		2	4		,	-				- C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	89.2		59.0	10.9	90.1		59.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	30.5	61.5		54.5	10.5	81.5		54.5				
Max Q Clear Time (g_c+l1), s	7.0	2.0		9.0	4.5	31.2		24.0				
Green Ext Time (p_c), s	0.3	6.1		1.6	0.1	6.1		1.6				
Intersection Summary			04.5									
HCM 2010 Ctrl Delay			21.9									
HCM 2010 LOS			С									

	۶	-	74	•	4	†	7	<i>></i>	>	Ļ	ţ	4
Movement	EBL2	EBT	EBR	EBR2	NBL	NBT	NBR	NBR2	SBL2	SBL	SBT	SBR
Lane Configurations	ሻ	4111			ሻ	†	72		ሻ	ă	†	7
Traffic Volume (vph)	127	1688	176	58	69	141	263	35	215	1	190	90
Future Volume (vph)	127	1688	176	58	69	141	263	35	215	1	190	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	11	11	11	11	11	12	11	11
Total Lost time (s)	7.0	6.0			4.0	6.0	11.5		6.0	9.5	6.0	6.0
Lane Util. Factor	1.00	0.86			1.00	1.00	0.88		0.95	0.95	1.00	1.00
Frpb, ped/bikes	1.00	0.96			1.00	1.00	1.00		1.00	1.00	1.00	0.87
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	1.00
Frt	1.00	0.98			1.00	1.00	0.85		1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00			0.95	1.00	1.00		0.95	0.95	1.00	1.00
Satd. Flow (prot)	1341	4907			1296	1365	2187		1231	1310	1337	1013
Flt Permitted	0.95	1.00			0.95	1.00	1.00		0.95	0.57	1.00	1.00
Satd. Flow (perm)	1341	4907			1296	1365	2187		1231	780	1337	1013
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	131	1740	181	60	71	145	271	36	222	1	196	93
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	0	72
Lane Group Flow (vph)	131	1979	0	0	71	145	307	0	222	1	196	21
Confl. Peds. (#/hr)				168	67							67
Confl. Bikes (#/hr)			19				5					16
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	5	0
Parking (#/hr)	5	5	5	0	5	5	5	0	5	0	5	5
Turn Type	Prot	NA			Prot	NA	pt+ov		Prot	Perm	NA	Perm
Protected Phases	7	4			5	2	2 3		1		6	
Permitted Phases										6		6
Actuated Green, G (s)	20.1	62.5			9.5	32.5	71.5		9.5	32.5	32.5	32.5
Effective Green, g (s)	18.6	62.0			11.0	36.0	69.5		9.0	32.5	36.0	36.0
Actuated g/C Ratio	0.12	0.39			0.07	0.22	0.43		0.06	0.20	0.22	0.22
Clearance Time (s)	5.5	5.5			5.5	9.5			5.5	9.5	9.5	9.5
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	155	1901			89	307	949		69	158	300	227
v/s Ratio Prot	0.10	c0.40			0.05	0.11	0.14		c0.18		c0.15	
v/s Ratio Perm										0.00		0.02
v/c Ratio	0.85	1.04			0.80	0.47	0.32		3.22	0.01	0.65	0.09
Uniform Delay, d1	69.3	49.0			73.4	53.8	29.8		75.5	50.9	56.3	49.1
Progression Factor	1.20	0.68			1.16	1.11	0.91		0.75	1.34	1.21	2.48
Incremental Delay, d2	28.1	30.5			37.0	1.1	0.2		1009.7	0.0	3.5	0.3
Delay (s)	110.9	63.9			121.9	61.0	27.2		1066.2	68.2	71.9	121.8
Level of Service	F	E			F	E	С		F	Е	E	F
Approach Delay (s)		66.8				49.5					512.1	
Approach LOS		Е				D					F	
Intersection Summary												
HCM 2000 Control Delay			123.9	H	CM 2000	Level of	Service		F			
HCM 2000 Volume to Capaci	ty ratio		1.25									
Actuated Cycle Length (s)			160.0	Sı	um of lost	time (s)			31.0			
Intersection Capacity Utilization	on		99.1%		CU Level o		;		F			
Analysis Period (min)			15									

	Ĺ	+	4	t/
Movement	SWL2	SWL	SWR	SWR2
Lane Configurations	UNLL	ሻሻ	777	7
Traffic Volume (vph)	8	569	1308	448
Future Volume (vph)	8	569	1308	448
Ideal Flow (vphpl)	1900	1900	1900	1900
Lane Width	12	12	1700	12
Total Lost time (s)	12	6.0	1.0	2.0
Lane Util. Factor		0.97	*0.91	1.00
Frpb, ped/bikes		1.00	1.00	0.95
Flpb, ped/bikes		0.72	1.00	1.00
Frt		1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00
Satd. Flow (prot)		2132	4257	1298
Flt Permitted		0.95	1.00	1.00
Satd. Flow (perm)	0.07	2126	4257	1298
Peak-hour factor, PHF	0.97	0.97	0.97	0.97
Adj. Flow (vph)	8	587	1348	462
RTOR Reduction (vph)	0	0	0	284
Lane Group Flow (vph)	0	595	1348	178
Confl. Peds. (#/hr)		168		21
Confl. Bikes (#/hr)				
Heavy Vehicles (%)	6%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0
Parking (#/hr)				
Turn Type	D.Pm	Prot	Prot	custom
Protected Phases		3	8	1
Permitted Phases	3		8	6
Actuated Green, G (s)		29.5	72.9	42.0
Effective Green, g (s)		29.0	76.4	49.0
Actuated g/C Ratio		0.18	0.48	0.31
Clearance Time (s)		5.5	4.5	5.5
Vehicle Extension (s)		3.0	3.0	3.0
Lane Grp Cap (vph)		385	2032	413
v/s Ratio Prot		300	0.32	0.04
v/s Ratio Perm		c0.28	0.02	0.10
v/c Ratio		1.55	0.66	0.10
Uniform Delay, d1		65.5	32.0	44.4
Progression Factor		1.00	1.00	1.00
Incremental Delay, d2		258.1	1.00	0.7
Delay (s)		323.6	33.7	45.1
J . /				
Level of Service		F	С	D
Approach LOS		107.6		
Approach LOS		F		
Intersection Summary				

	۶	•	•	ሻ	†	↓	4	•	\	
Movement	EBL	EBR	NBL2	NBL	NBT	SBT	SBR	SEL	SER	
Lane Configurations	ሻ	7	*	1122	†	†	02.1	ች	02.1	
Traffic Volume (vph)	235	139	181	0	535	335	168	10	0	
Future Volume (vph)	235	139	181	0	535	335	168	10	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	11	11	10	12	11	11	12	12	12	
Grade (%)	0%				-2%	0%		0%		
Total Lost time (s)	4.0	4.0	4.0		4.0	6.0		4.0		
Lane Util. Factor	1.00	1.00	1.00		1.00	0.95		1.00		
Frpb, ped/bikes	1.00	0.93	1.00		1.00	0.95		1.00		
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00		1.00		
Frt	1.00	0.85	1.00		1.00	0.95		1.00		
Flt Protected	0.95	1.00	0.95		1.00	1.00		0.95		
Satd. Flow (prot)	1296	1082	1264		1378	2498		1379		
Flt Permitted	0.95	1.00	0.95		1.00	1.00		0.95		
Satd. Flow (perm)	1296	1082	1264		1378	2498		1379		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Adj. Flow (vph)	247	146	191	0.73	563	353	177	11	0.73	
RTOR Reduction (vph)	0	62	0	0	0	0	0	0	0	
Lane Group Flow (vph)	247	84	191	0	563	530	0	11	0	
Confl. Peds. (#/hr)	247	26	171	U	505	550	20	11	U	
Confl. Bikes (#/hr)		12					35			
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	
Parking (#/hr)	5	5	5	0%	5	5	5	0%	0%	
	Prot			U	NA	NA	<u> </u>	Prot	U	
Turn Type Protected Phases		Perm	Prot							
	3	2 E	5		2	6		9		
Permitted Phases	20.2	35	1/ Г		25.5	10 F		0.7		
Actuated Green, G (s)	28.3	44.8	16.5		35.5	12.5		0.7		
Effective Green, g (s)	28.8	45.8	17.0		36.0	13.0		3.2		
Actuated g/C Ratio	0.36	0.57	0.21		0.45	0.16		0.04		
Clearance Time (s)	4.5		4.5		4.5	6.5		6.5		
Vehicle Extension (s)	3.0		3.0		3.0	3.0		3.0		
Lane Grp Cap (vph)	466	619	268		620	405		55		
v/s Ratio Prot	c0.19		0.15		c0.41	c0.21		c0.01		
v/s Ratio Perm		0.08								
v/c Ratio	0.53	0.14	0.71		0.91	1.31		0.20		
Uniform Delay, d1	20.2	7.9	29.2		20.5	33.5		37.2		
Progression Factor	1.69	4.25	1.09		1.32	0.90		1.00		
Incremental Delay, d2	2.7	0.1	6.9		16.3	155.6		1.8		
Delay (s)	37.0	33.8	38.7		43.4	185.7		39.0		
Level of Service	D	С	D		D	F		D		
Approach Delay (s)	35.8				42.2	185.7		39.0		
Approach LOS	D				D	F		D		
Intersection Summary										
HCM 2000 Control Delay			85.8	Н	CM 2000	Level of S	Service		F	
HCM 2000 Volume to Capac	ity ratio		0.80							
Actuated Cycle Length (s)	J		80.0	Sı	um of lost	time (s)			18.0	
Intersection Capacity Utilizati	ion		60.8%			of Service			В	
Analysis Period (min)			15							

	*	₹	×	~	Ĺ	×		
Movement	NWL	NWR	NET	NER	SWL	SWT		
Lane Configurations	W	144414	† }	IVEI	ሻ	^		
Traffic Volume (vph)	61	29	432	185	41	442		
Future Volume (vph)	61	29	432	185	41	442		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Total Lost time (s)	5.0	1700	5.0	1700	5.0	5.0		
Lane Util. Factor	1.00		0.95		1.00	0.95		
Frpb, ped/bikes	0.98		0.98		1.00	1.00		
Flpb, ped/bikes	1.00		1.00		0.99	1.00		
Frt	0.96		0.95		1.00	1.00		
Flt Protected	0.70		1.00		0.95	1.00		
Satd. Flow (prot)	1420		2986		1476	3193		
Flt Permitted	0.97		1.00		0.41	1.00		
Satd. Flow (perm)	1420		2986		633	3193		
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96		
	0.96	30	450	193	43	460		
Adj. Flow (vph) RTOR Reduction (vph)	27	0	450 29		43	460		
	27 67	0	614	0	43	460		
Lane Group Flow (vph) Confl. Peds. (#/hr)	07	35	014	0 61	43 35	400		
				23	33			
Confl. Bikes (#/hr)	4.0/	5	6%		6%	6%		
Heavy Vehicles (%) Parking (#/hr)	6% 5	6%	5 5	6% 5	6% 5	5		
<u> </u>		5		5				
Turn Type	Prot		NA		Perm	NA		
Protected Phases	4		2		/	6		
Permitted Phases	0.0		(2.0		6	(2.0		
Actuated Green, G (s)	8.2		62.8		62.8	62.8		
Effective Green, g (s)	7.7		62.3		62.3	62.3		
Actuated g/C Ratio	0.10		0.78		0.78	0.78		
Clearance Time (s)	4.5		4.5		4.5	4.5		
Vehicle Extension (s)	3.0		3.0		3.0	3.0		
Lane Grp Cap (vph)	136		2325		492	2486		
v/s Ratio Prot	c0.05		c0.21		0.07	0.14		
v/s Ratio Perm	0.40		0.07		0.07	0.10		
v/c Ratio	0.49		0.26		0.09	0.19		
Uniform Delay, d1	34.3		2.5		2.1	2.3		
Progression Factor	1.00		0.21		1.00	1.00		
Incremental Delay, d2	2.8		0.2		0.4	0.2		
Delay (s)	37.1		0.7		2.5	2.5		
Level of Service	D		A		А	A		
Approach Delay (s)	37.1		0.7			2.5		
Approach LOS	D		А			А		
Intersection Summary								
HCM 2000 Control Delay			4.2	H	CM 2000	Level of Serv	ice	Α
HCM 2000 Volume to Capac	city ratio		0.29					
Actuated Cycle Length (s)			80.0		um of lost			10.0
Intersection Capacity Utilizat	tion		47.3%	IC	U Level c	of Service		Α
Analysis Period (min)			15					
c Critical Lane Group								

	_	•	*	†	~	>	ļ	لِر	•	/	4	
Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER	NER2	
Lane Configurations				f)			ર્ન	7	AAA			
Traffic Volume (vph)	0	0	5	114	6	1	466	379	311	4	82	
Future Volume (vph)	0	0	5	114	6	1	466	379	311	4	82	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)				4.0			4.0	4.0	4.0			
Lane Util. Factor				1.00			1.00	1.00	0.97			
Frpb, ped/bikes				1.00			1.00	1.00	0.95			
Flpb, ped/bikes				1.00			1.00	1.00	1.00			
Frt				0.99			1.00	0.85	0.97			
Flt Protected				1.00			1.00	1.00	0.96			
Satd. Flow (prot)				1538			1554	1321	2860			
Flt Permitted				0.99			1.00	1.00	0.96			
Satd. Flow (perm)				1522			1553	1321	2860			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Adj. Flow (vph)	0	0	5	120	6	1	491	399	327	4	86	
RTOR Reduction (vph)	0	0	0	2	0	0	0	0	61	0	0	
Lane Group Flow (vph)	0	0	0	129	0	0	492	399	356	0	0	
Confl. Peds. (#/hr)		1			11	11		62	62		68	
Confl. Bikes (#/hr)					8			16		45		
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	
Parking (#/hr)	5	5	5	5	5	5	5	5	5	5	5	
Turn Type			Perm	NA		Perm	NA	custom	Prot			
Protected Phases				12			12	2 3	3			
Permitted Phases			12			12						
Actuated Green, G (s)				56.9			56.9	67.1	14.1			
Effective Green, g (s)				56.9			56.9	67.6	14.6			
Actuated g/C Ratio				0.71			0.71	0.84	0.18			
Clearance Time (s)									4.5			
Vehicle Extension (s)									2.0			
Lane Grp Cap (vph)				1082			1104	1116	521			
v/s Ratio Prot								0.30	c0.12			
v/s Ratio Perm				0.08			c0.32					
v/c Ratio				0.12			0.45	0.36	0.68			
Uniform Delay, d1				3.6			4.9	1.4	30.5			
Progression Factor				1.00			0.61	1.37	1.00			
Incremental Delay, d2				0.0			0.1	0.1	2.9			
Delay (s)				3.7			3.1	2.0	33.5			
Level of Service	0.0			A			Α	А	C			
Approach LOS	0.0			3.7			2.6		33.5			
Approach LOS	А			А			А		С			
Intersection Summary												
HCM 2000 Control Delay			11.6	H	CM 2000	Level of S	Service		В			
HCM 2000 Volume to Capacit	y ratio		0.52									
Actuated Cycle Length (s)			80.0	Sı	um of lost	time (s)			12.5			
Intersection Capacity Utilization	n		55.5%	IC	U Level o	of Service			В			
Analysis Period (min)			15									
c Critical Lane Group												

	۶	→	•	•	—	•	1	†	~	/	Ţ	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		ň	↑ ↑		¥	ħβ	
Traffic Volume (vph)	4	3	5	31	3	13	11	378	22	15	815	11
Future Volume (vph)	4	3	5	31	3	13	11	378	22	15	815	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	12	16
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.97			0.98		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		0.99			0.95		0.96	1.00		0.91	1.00	
Frt		0.94			0.96		1.00	0.99		1.00	1.00	
Flt Protected		0.98			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1375			1360		1620	3310		1529	3358	
Flt Permitted		0.90			0.79		0.31	1.00		0.50	1.00	
Satd. Flow (perm)		1260			1116		536	3310		807	3358	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	4	3	5	33	3	14	12	406	24	16	876	12
RTOR Reduction (vph)	0	5	0	0	13	0	0	3	0	0	1	0
Lane Group Flow (vph)	0	7	0	0	37	0	12	427	0	16	887	0
Confl. Peds. (#/hr)	34		55	55		34	57		68	68		57
Confl. Bikes (#/hr)			1			1			13			120
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Parking (#/hr)	5	5	5	5	5	5						
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Actuated Green, G (s)		6.9			6.9		64.6	64.6		64.6	64.6	
Effective Green, g (s)		6.9			6.9		65.1	65.1		65.1	65.1	
Actuated g/C Ratio		0.09			0.09		0.81	0.81		0.81	0.81	
Clearance Time (s)		4.0			4.0		4.5	4.5		4.5	4.5	
Vehicle Extension (s)		2.0			2.0		0.2	0.2		0.2	0.2	
Lane Grp Cap (vph)		108			96		436	2693		656	2732	
v/s Ratio Prot								0.13			c0.26	
v/s Ratio Perm		0.01			c0.03		0.02			0.02		
v/c Ratio		0.07			0.39		0.03	0.16		0.02	0.32	
Uniform Delay, d1		33.6			34.6		1.4	1.6		1.4	1.9	
Progression Factor		1.00			1.00		0.35	0.31		0.51	0.43	
Incremental Delay, d2		0.1			0.9		0.1	0.1		0.1	0.3	
Delay (s)		33.7			35.5		0.6	0.6		8.0	1.1	
Level of Service		С			D		Α	Α		Α	Α	
Approach Delay (s)		33.7			35.5			0.6			1.1	
Approach LOS		С			D			Α			Α	
Intersection Summary												
HCM 2000 Control Delay			2.5	Н	CM 2000	Level of	Service		А			
HCM 2000 Volume to Capaci	city ratio		0.33									
Actuated Cycle Length (s)			80.0		um of lost				8.0			
Intersection Capacity Utiliza	tion		43.8%	IC	CU Level	of Service	!		А			
Analysis Period (min)			15									
c Critical Lane Group												

	۶	→	•	•	+	•	•	†	/	/	+	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations							J.	ĵ»		¥	↑ ↑	
Traffic Volume (vph)	0	0	0	0	0	0	7	323	27	18	817	10
Future Volume (vph)	0	0	0	0	0	0	7	323	27	18	817	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)							4.0	4.0		4.0	4.0	
Lane Util. Factor							1.00	1.00		1.00	0.95	
Frpb, ped/bikes							1.00	1.00		1.00	1.00	
Flpb, ped/bikes							1.00	1.00		1.00	1.00	
Frt							1.00	0.99		1.00	1.00	
Flt Protected							0.95	1.00		0.95	1.00	
Satd. Flow (prot)							1471	1533		1687	3364	
Flt Permitted							0.29	1.00		0.52	1.00	
Satd. Flow (perm)							446	1533		916	3364	
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	0	0	0	0	0	0	8	389	33	22	984	12
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	8	422	0	22	996	0
Confl. Peds. (#/hr)	26		26	26		26	27					27
Confl. Bikes (#/hr)						1			11			128
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Parking (#/hr)	5	5	5	5	5	5	5	5	5			
Turn Type							Perm	NA		Perm	NA	
Protected Phases								2			2	
Permitted Phases							2			2		
Actuated Green, G (s)							80.0	80.0		80.0	80.0	
Effective Green, g (s)							80.0	80.0		80.0	80.0	
Actuated g/C Ratio							1.00	1.00		1.00	1.00	
Clearance Time (s)							4.5	4.5		4.5	4.5	
Vehicle Extension (s)							0.2	0.2		0.2	0.2	
Lane Grp Cap (vph)							446	1533		916	3364	
v/s Ratio Prot								0.28		7.0	c0.30	
v/s Ratio Perm							0.02	0.20		0.02	00.00	
v/c Ratio							0.02	0.28		0.02	0.30	
Uniform Delay, d1							0.0	0.0		0.0	0.0	
Progression Factor							1.00	1.00		1.00	1.00	
Incremental Delay, d2							0.1	0.4		0.0	0.2	
Delay (s)							0.1	0.4		0.0	0.2	
Level of Service							Α	Α		А	Α	
Approach Delay (s)		0.0			0.0			0.4			0.2	
Approach LOS		А			Α			А			Α	
Intersection Summary												
HCM 2000 Control Delay			0.3	H	CM 2000	Level of :	Service		А			
HCM 2000 Volume to Capacity	ratio		0.32									
Actuated Cycle Length (s)	, ,		80.0	Sı	um of lost	t time (s)			7.0			
Intersection Capacity Utilization	n		45.8%			of Service			Α.			
Analysis Period (min)			15	70	3 20001				,,			
c Critical Lane Group												

	۶	→	•	•	•	•	1	†	~	/	ţ	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		ň	ĵ»		Ĭ	∱ }	
Traffic Volume (vph)	24	113	33	196	78	84	10	265	66	112	659	26
Future Volume (vph)	24	113	33	196	78	84	10	265	66	112	659	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	0.95	
Frpb, ped/bikes		0.98			0.99		1.00	0.95		1.00	0.99	
Flpb, ped/bikes		1.00			0.97		0.99	1.00		0.91	1.00	
Frt		0.97			0.97		1.00	0.97		1.00	0.99	
Flt Protected		0.99			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1475			1405		1455	1439		1541	3338	
Flt Permitted		0.93			0.74		0.27	1.00		0.41	1.00	
Satd. Flow (perm)		1378			1068		406	1439		671	3338	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	26	122	35	211	84	90	11	285	71	120	709	28
RTOR Reduction (vph)	0	11	0	0	14	0	0	11	0	0	4	0
Lane Group Flow (vph)	0	173	0	0	372	0	11	345	0	120	733	0
Confl. Peds. (#/hr)	12		61	61		12	20		66	66		20
Confl. Bikes (#/hr)			4			2			9			61
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Parking (#/hr)	5	5	5	5	5	5	5	5	5			
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Actuated Green, G (s)		40.0			40.0		31.5	31.5		31.5	31.5	
Effective Green, g (s)		40.0			40.0		32.0	32.0		32.0	32.0	
Actuated g/C Ratio		0.50			0.50		0.40	0.40		0.40	0.40	
Clearance Time (s)		4.0			4.0		4.5	4.5		4.5	4.5	
Lane Grp Cap (vph)		689			534		162	575		268	1335	
v/s Ratio Prot								c0.24			0.22	
v/s Ratio Perm		0.13			c0.35		0.03			0.18		
v/c Ratio		0.25			0.70		0.07	0.60		0.45	0.55	
Uniform Delay, d1		11.4			15.3		14.8	18.9		17.5	18.5	
Progression Factor		1.00			1.00		0.35	0.33		0.50	0.60	
Incremental Delay, d2		0.9			7.3		0.8	4.5		5.2	1.6	
Delay (s)		12.3			22.6		5.9	10.8		13.9	12.7	
Level of Service		В			С		А	В		В	В	
Approach Delay (s)		12.3			22.6			10.6			12.8	
Approach LOS		В			С			В			В	
Intersection Summary												
HCM 2000 Control Delay			14.4	Н	CM 2000	Level of	Service		В			
HCM 2000 Volume to Capaci	ty ratio		0.65									
Actuated Cycle Length (s)			80.0	S	um of lost	t time (s)			8.0			
Intersection Capacity Utilization	on		74.6%		CU Level		;		D			
Analysis Period (min)			15									
c Critical Lane Group												

	۶	→	•	•	←	•	4	†	<i>></i>	/	↓	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations							Ţ	f)		Ť	∱ ∱	
Traffic Volume (vph)	0	0	0	0	0	0	16	339	20	18	824	25
Future Volume (vph)	0	0	0	0	0	0	16	339	20	18	824	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)							4.0	4.0		4.0	4.0	
Lane Util. Factor							1.00	1.00		1.00	0.95	
Frpb, ped/bikes							1.00	1.00		1.00	1.00	
Flpb, ped/bikes							1.00	1.00		1.00	1.00	
Frt							1.00	0.99		1.00	1.00	
Flt Protected							0.95	1.00		0.95	1.00	
Satd. Flow (prot)							1471	1539		1682	3352	
Flt Permitted							0.28	1.00		0.51	1.00	
Satd. Flow (perm)							428	1539		901	3352	
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	0	0	0	0	0	0	20	413	24	22	1005	30
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	20	437	0	22	1035	0
Confl. Peds. (#/hr)	17		32	32		17	31		10	10		31
Confl. Bikes (#/hr)						4			9			103
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Parking (#/hr)	5	5	5	5	5	5	5	5	5			
Turn Type							Perm	NA		Perm	NA	
Protected Phases								2			2	
Permitted Phases							2	_		2	_	
Actuated Green, G (s)							80.0	80.0		80.0	80.0	
Effective Green, g (s)							80.0	80.0		80.0	80.0	
Actuated g/C Ratio							1.00	1.00		1.00	1.00	
Clearance Time (s)							4.5	4.5		4.5	4.5	
Vehicle Extension (s)							3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)							428	1539		901	3352	
v/s Ratio Prot							120	0.28		701	c0.31	
v/s Ratio Perm							0.05	0.20		0.02	00.01	
v/c Ratio							0.05	0.28		0.02	0.31	
Uniform Delay, d1							0.0	0.0		0.0	0.0	
Progression Factor							1.00	1.00		1.00	1.00	
Incremental Delay, d2							0.2	0.4		0.0	0.2	
Delay (s)							0.2	0.4		0.0	0.2	
Level of Service							A	A		Α	A	
Approach Delay (s)		0.0			0.0		, ,	0.4		, ,	0.2	
Approach LOS		Α			Α			Α			A	
Intersection Summary												
HCM 2000 Control Delay			0.3	Ц	CM 2000	Level of S	Service		A			
HCM 2000 Volume to Capacity	, ratio		0.34	П	CIVI ZUUU	LEVELUI .	Jei vice		A			
Actuated Cycle Length (s)	y rauo		80.0	C	um of lost	t time (c)			7.0			
Intersection Capacity Utilization	n		45.8%			of Service			7.0 A			
Analysis Period (min)	11		45.8%	IC	O LEVEI (JI JEI VILE			А			
c Critical Lane Group			10									
5 Simon Lane Group												

	۶	→	•	•	—	•	1	†	/	/	Ţ	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ર્ન	7		4	7	ሻ	1>		ሻ	↑ ↑	
Traffic Volume (vph)	37	5	30	150	23	59	9	337	5	7	714	23
Future Volume (vph)	37	5	30	150	23	59	9	337	5	7	714	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	12	10	10	12	12	12	12	12	12
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	0.95	
Frpb, ped/bikes		1.00	0.96		1.00	0.91	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00		1.00	1.00	0.99	1.00		0.98	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	1.00		1.00	1.00	
Flt Protected		0.96	1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1438	1226		1390	1124	1467	1549		1660	3344	
Flt Permitted		0.96	1.00		0.96	1.00	0.29	1.00		0.47	1.00	
Satd. Flow (perm)		1438	1226		1390	1124	449	1549		827	3344	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	41	5	33	165	25	65	10	370	5	8	785	25
RTOR Reduction (vph)	0	0	29	0	0	53	0	0	0	0	2	0
Lane Group Flow (vph)	0	46	4	0	190	12	10	375	0	8	808	0
Confl. Peds. (#/hr)	27		16	16		27	8		11	11		8
Confl. Bikes (#/hr)			3			3			19			143
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Parking (#/hr)	5	5	5	5	5	5	5	5	5			
Turn Type	Split	NA	Perm	Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		3	3			2			2	
Permitted Phases			4			3	2			2		
Actuated Green, G (s)		8.2	8.2		14.5	14.5	43.8	43.8		43.8	43.8	
Effective Green, g (s)		8.7	8.7		15.0	15.0	44.3	44.3		44.3	44.3	
Actuated g/C Ratio		0.11	0.11		0.19	0.19	0.55	0.55		0.55	0.55	
Clearance Time (s)		4.5	4.5		4.5	4.5	4.5	4.5		4.5	4.5	
Vehicle Extension (s)		3.0	3.0		2.0	2.0	0.2	0.2		0.2	0.2	
Lane Grp Cap (vph)		156	133		260	210	248	857		457	1851	
v/s Ratio Prot		c0.03			c0.14			c0.24			0.24	
v/s Ratio Perm			0.00			0.01	0.02			0.01		
v/c Ratio		0.29	0.03		0.73	0.06	0.04	0.44		0.02	0.44	
Uniform Delay, d1		32.8	31.9		30.6	26.7	8.1	10.5		8.0	10.5	
Progression Factor		1.00	1.00		1.00	1.00	0.91	0.98		0.27	0.43	
Incremental Delay, d2		1.1	0.1		8.8	0.0	0.3	1.6		0.1	0.7	
Delay (s)		33.9	31.9		39.4	26.7	7.7	11.9		2.2	5.2	
Level of Service		С	С		D	С	Α	В		Α	Α	
Approach Delay (s)		33.1			36.1			11.8			5.2	
Approach LOS		С			D			В			Α	
Intersection Summary												
HCM 2000 Control Delay			13.4	H	CM 2000	Level of S	Service		В			
HCM 2000 Volume to Capacity	y ratio		0.48									
Actuated Cycle Length (s)			80.0		um of lost				12.0			
Intersection Capacity Utilizatio	n		52.0%	IC	CU Level	of Service			А			
Analysis Period (min)			15									
c Critical Lane Group												

	۶	→	•	•	+	•	•	†	/	/	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		, A	f)		*	↑ ↑	
Traffic Volume (vph)	9	6	17	6	10	26	29	376	17	79	734	25
Future Volume (vph)	9	6	17	6	10	26	29	376	17	79	734	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	0.95	
Frpb, ped/bikes		0.96			0.97		1.00	1.00		1.00	0.99	
Flpb, ped/bikes		1.00			0.99		0.97	1.00		0.98	1.00	
Frt		0.93			0.92		1.00	0.99		1.00	1.00	
Flt Protected		0.99			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1365			1360		1434	1539		1656	3337	
Flt Permitted		0.92			0.96		0.33	1.00		0.50	1.00	
Satd. Flow (perm)		1272			1314		493	1539		867	3337	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	10	7	19	7	11	29	32	418	19	88	816	28
RTOR Reduction (vph)	0	17	0	0	26	0	0	1	0	0	2	0
Lane Group Flow (vph)	0	19	0	0	21	0	32	436	0	88	842	0
Confl. Peds. (#/hr)	10		50	50		10	39		14	14		39
Confl. Bikes (#/hr)						3			24			151
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Parking (#/hr)	5	5	5	5	5	5	5	5	5			
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Actuated Green, G (s)		8.9			8.9		62.6	62.6		62.6	62.6	
Effective Green, g (s)		8.9			8.9		63.1	63.1		63.1	63.1	
Actuated g/C Ratio		0.11			0.11		0.79	0.79		0.79	0.79	
Clearance Time (s)		4.0			4.0		4.5	4.5		4.5	4.5	
Vehicle Extension (s)		4.0			4.0		0.2	0.2		0.2	0.2	
Lane Grp Cap (vph)		141			146		388	1213		683	2632	
v/s Ratio Prot								c0.28			0.25	
v/s Ratio Perm		0.02			c0.02		0.06			0.10		
v/c Ratio		0.14			0.15		0.08	0.36		0.13	0.32	
Uniform Delay, d1		32.1			32.1		1.9	2.5		2.0	2.4	
Progression Factor		1.00			1.00		1.98	2.55		0.07	0.07	
Incremental Delay, d2		0.6			0.6		0.4	0.8		0.4	0.3	
Delay (s)		32.7			32.7		4.2	7.1		0.5	0.5	
Level of Service		С			С		А	Α		Α	А	
Approach Delay (s)		32.7			32.7			6.9			0.5	
Approach LOS		С			С			А			Α	
Intersection Summary												
HCM 2000 Control Delay			4.3	H	CM 2000	Level of S	Service		А			
HCM 2000 Volume to Capacit	v ratio		0.33									
Actuated Cycle Length (s)			80.0	Sı	um of lost	t time (s)			8.0			
Intersection Capacity Utilization	n		52.3%			of Service	:		А			
Analysis Period (min)			15									
c Critical Lane Group												

	M	7	×	4	4	×		
Movement	NBL	NBR	NET	NER	SWL	SWT		
Lane Configurations	1,02	77	^		ሻ	^		
Traffic Volume (vph)	0	192	288	0	342	850		
Future Volume (vph)	0	192	288	0	342	850		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Total Lost time (s)	1700	4.0	4.0	1700	4.0	4.0		
Lane Util. Factor		0.88	0.95		1.00	0.95		
Frpb, ped/bikes		1.00	1.00		1.00	1.00		
Flpb, ped/bikes		1.00	1.00		1.00	1.00		
Frt		0.85	1.00		1.00	1.00		
Flt Protected		1.00	1.00		0.95	1.00		
Satd. Flow (prot)		2490	3163		1476	3163		
Flt Permitted		1.00	1.00		0.95	1.00		
Satd. Flow (perm)		2490	3163		1476	3163		
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85		
Adj. Flow (vph)	0.00	226	339	0.00	402	1000		
RTOR Reduction (vph)	0	122	0	0	0	0		
Lane Group Flow (vph)	0	104	339	0	402	1000		
Confl. Peds. (#/hr)		23		14	14			
Confl. Bikes (#/hr)		86		31				
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%		
Parking (#/hr)	5	5	5	5	5	5		
Turn Type		Over	NA		Prot	NA		
Protected Phases		8	2		8	2 4		
Permitted Phases								
Actuated Green, G (s)		31.3	33.7		31.3	67.5		
Effective Green, g (s)		36.8	35.2		36.8	61.0		
Actuated g/C Ratio		0.46	0.44		0.46	0.76		
Clearance Time (s)		9.5	5.5		9.5			
Vehicle Extension (s)		4.0	0.2		4.0			
Lane Grp Cap (vph)		1145	1391		678	2411		
v/s Ratio Prot		0.04	0.11		c0.27	c0.32		
v/s Ratio Perm						-		
v/c Ratio		0.09	0.24		0.59	0.41		
Uniform Delay, d1		12.2	14.1		16.0	3.3		
Progression Factor		1.00	0.80		1.25	0.09		
Incremental Delay, d2		0.0	0.4		1.4	0.0		
Delay (s)		12.2	11.6		21.4	0.3		
Level of Service		В	В		С	А		
Approach Delay (s)	12.2		11.6			6.4		
Approach LOS	В		В			А		
Intersection Summary								
HCM 2000 Control Delay			8.0	Н	CM 2000	Level of Serv	vice	А
HCM 2000 Volume to Capac	city ratio		0.56					
Actuated Cycle Length (s)	,		80.0	Sı	um of lost	t time (s)		15.0
Intersection Capacity Utilizat	tion		49.3%			of Service		А
Analysis Period (min)			15					
c Critical Lane Group								

	ሻ	†	۴٩	ڸؚ	†	» J	•	×	\	€	×	•
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	ሻ	∱ ⊅		*	∱ β			4			4	
Traffic Volume (vph)	11	486	14	375	1203	57	35	7	16	30	11	274
Future Volume (vph)	11	486	14	375	1203	57	35	7	16	30	11	274
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	0.99			0.99			0.96	
Flpb, ped/bikes	1.00	1.00		0.99	1.00			0.99			1.00	
Frt	1.00	1.00		1.00	0.99			0.96			0.88	
Flt Protected	0.95	1.00		0.95	1.00			0.97			1.00	
Satd. Flow (prot)	1475	3137		1675	3334			1421			1310	
Flt Permitted	0.20	1.00		0.39	1.00			0.43			0.97	
Satd. Flow (perm)	309	3137		681	3334			624			1271	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	12	512	15	395	1266	60	37	7	17	32	12	288
RTOR Reduction (vph)	0	2	0	0	3	0	0	14	0	0	237	0
Lane Group Flow (vph)	12	525	0	395	1323	0	0	47	0	0	95	0
Confl. Peds. (#/hr)	13		21	21		13	27		35	35		27
Confl. Bikes (#/hr)			89			112						3
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Parking (#/hr)	5	5	5				5	5	5	5	5	5
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			4	
Permitted Phases	6			2			4			4		
Actuated Green, G (s)	42.6	41.6		57.4	52.9			13.6			13.6	
Effective Green, g (s)	41.6	42.1		56.9	53.4			14.1			14.1	
Actuated g/C Ratio	0.52	0.53		0.71	0.67			0.18			0.18	
Clearance Time (s)	3.5	4.5		3.5	4.5			4.5			4.5	
Vehicle Extension (s)	3.0	0.2		2.0	0.2			2.0			2.0	
Lane Grp Cap (vph)	167	1650		630	2225			109			224	
v/s Ratio Prot	0.00	0.17		c0.09	0.40							
v/s Ratio Perm	0.04			c0.35				c0.08			0.07	
v/c Ratio	0.07	0.32		0.63	0.59			0.43			0.42	
Uniform Delay, d1	9.3	10.8		4.9	7.3			29.4			29.3	
Progression Factor	0.77	0.62		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.2	0.5		1.4	1.2			1.0			0.5	
Delay (s)	7.3	7.2		6.4	8.5			30.4			29.8	
Level of Service	А	Α		Α	Α			С			С	
Approach Delay (s)		7.2			8.0			30.4			29.8	
Approach LOS		А			Α			С			С	
Intersection Summary												
HCM 2000 Control Delay			11.1	H	CM 2000	Level of S	Service		В			
HCM 2000 Volume to Capa	acity ratio		0.60									
Actuated Cycle Length (s)	,		80.0	` ,					12.0			
Intersection Capacity Utiliza	ation		70.4%		CU Level o				С			
Analysis Period (min)			15									
c Critical Lane Group												

	•	•	†	7	/	>	ļ	₹	t	
Movement	WBL	WBR	NBT	NBR	NBR2	SBL	SBT	SWL	SWR	
Lane Configurations				76		ሻ	^			
Traffic Volume (vph)	0	0	0	354	147	151	1001	0	0	
Future Volume (vph)	0	0	0	354	147	151	1001	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	10	10	10	10	10	10	10	10	10	
Total Lost time (s)				3.0		3.0	2.0			
Lane Util. Factor				0.88		1.00	0.95			
Frpb, ped/bikes				1.00		1.00	1.00			
Flpb, ped/bikes				1.00		1.00	1.00			
Frt				0.85		1.00	1.00			
Flt Protected				1.00		0.95	1.00			
Satd. Flow (prot)				2274		1260	2707			
Flt Permitted				1.00		0.95	1.00			
Satd. Flow (perm)				2274		1260	2707			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	0.70	0	0.70	393	163	168	1112	0.70	0	
RTOR Reduction (vph)	0	0	0	36	0	0	0	0	0	
Lane Group Flow (vph)	0	0	0	520	0	168	1112	0	0	
Confl. Peds. (#/hr)	U	U	· ·	020	8	8	1112	O .	U	
Confl. Bikes (#/hr)					68	U				
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	
Parking (#/hr)	370	370	370	370	370	5	5	370	370	
Turn Type				Prot		pm+pt	NA			
Protected Phases				2		4	2 4			
Permitted Phases				2		2 4	2 7			
Actuated Green, G (s)				49.5		56.7	65.7			
Effective Green, g (s)				51.0		59.7	65.7			
Actuated g/C Ratio				0.78		0.91	1.00			
Clearance Time (s)				4.5		4.5	1.00			
Vehicle Extension (s)				0.2		2.0				
Lane Grp Cap (vph)				1765		1260	2707			
v/s Ratio Prot				0.23		0.02	c0.41			
v/s Ratio Perm				0.23		0.02	CU.41			
v/c Ratio				0.29		0.12	0.41			
Uniform Delay, d1				2.1		0.13	0.0			
Progression Factor				1.00		1.00	1.00			
Incremental Delay, d2				0.4		0.0	0.0			
Delay (s)				2.6		0.3	0.0			
Level of Service				Α		Α	A			
Approach Delay (s)	0.0		2.6				0.1	0.0		
Approach LOS	Α		Α				A	A		
Intersection Summary	• • •						,.	• • •		
HCM 2000 Control Delay			0.8	Н	CM 2000	Level of	Service		А	
HCM 2000 Volume to Capacity	/ ratio		0.45						,,	
Actuated Cycle Length (s)			65.7	S	um of los	t time (s)			6.0	
Intersection Capacity Utilization	n		41.0%			of Service	:		A	
Analysis Period (min)			15			2 230				
c Critical Lane Group			-							

	۶	•	4	†	ţ	✓		
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations		7	NDL	NDT	†	ODIT		
Traffic Volume (vph)	0	134	0	0	1104	124		
Future Volume (vph)	0	134	0	0	1104	124		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width	100	14	10	100	1700	10		
Total Lost time (s)	10	3.0	10	10	3.0	10		
Lane Util. Factor		1.00			0.95			
Frpb, ped/bikes		1.00			0.75			
Flpb, ped/bikes		1.00			1.00			
Frt		0.86			0.98			
Flt Protected		1.00			1.00			
Satd. Flow (prot)		1210			2607			
Flt Permitted		1.00			1.00			
Satd. Flow (perm)		1210			2607			
	0.00		0.00	0.00		0.90		
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89		
Adj. Flow (vph)	0	151	0	0	1240	139		
RTOR Reduction (vph)	0	67	0	0	1272	0		
Lane Group Flow (vph)	0	84	0	0	1372	0		
Confl. Peds. (#/hr)		50				106		
Confl. Bikes (#/hr)	F0/	9	F0/	F0/	F0/	130		
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%		
Bus Blockages (#/hr)	0	20	0	0	0	0		
Parking (#/hr)	0	5	0	0	10	10		
Turn Type		Prot			NA			
Protected Phases		4			2			
Permitted Phases		4						
Actuated Green, G (s)		13.4			77.1			
Effective Green, g (s)		15.4			78.6			
Actuated g/C Ratio		0.15			0.79			
Clearance Time (s)		5.0			4.5			
Vehicle Extension (s)		2.0			0.2			
Lane Grp Cap (vph)		186			2049			
v/s Ratio Prot		c0.07			c0.53			
v/s Ratio Perm								
v/c Ratio		0.45			0.67			
Uniform Delay, d1		38.5			4.8			
Progression Factor		1.00			0.26			
Incremental Delay, d2		0.6			1.3			
Delay (s)		39.1			2.5			
Level of Service		D			Α			
Approach Delay (s)	39.1			0.0	2.5			
Approach LOS	D			А	Α			
Intersection Summary								
HCM 2000 Control Delay			6.1	Н	CM 2000	Level of Service	А	
HCM 2000 Volume to Capacity	y ratio		0.63					
Actuated Cycle Length (s)	,		100.0				6.0	
Intersection Capacity Utilizatio	n		58.8%		U Level o		В	
Analysis Period (min)			15				-	

			_			
	•	•	Ť	~	-	¥
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						414
Traffic Volume (veh/h)	78	0	0	0	66	1125
Future Volume (veh/h)	78	0	0	0	66	1125
Number	7	14			5	2
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	
Parking Bus, Adj	1.00	1.00			1.00	1.00
Adj Sat Flow, veh/h/ln	1629	0			1710	1629
Adj Flow Rate, veh/h	98	0			82	1406
Adj No. of Lanes	1	0			02	2
Peak Hour Factor	0.80	0.80			0.80	0.80
Percent Heavy Veh, %	5	0.00			5	5
					170	2774
Cap, veh/h	0	0 00				
Arrive On Green	0.01	0.00			0.97	0.97
Sat Flow, veh/h	0				134	2933
Grp Volume(v), veh/h	0.0				792	696
Grp Sat Flow(s),veh/h/ln					1586	1408
Q Serve(g_s), s					0.0	2.9
Cycle Q Clear(g_c), s					2.8	2.9
Prop In Lane					0.10	
Lane Grp Cap(c), veh/h					1578	1366
V/C Ratio(X)					0.50	0.51
Avail Cap(c_a), veh/h					1578	1366
HCM Platoon Ratio					1.00	1.00
Upstream Filter(I)					1.00	1.00
Uniform Delay (d), s/veh					0.1	0.1
Incr Delay (d2), s/veh					1.1	1.4
Initial Q Delay(d3),s/veh					0.0	0.0
%ile BackOfQ(50%),veh/ln					1.4	1.3
LnGrp Delay(d),s/veh					1.2	1.5
LnGrp LOS					Α	1.5 A
-						1488
Approach Vol, veh/h						
Approach LOS						1.3
Approach LOS						Α
Timer	1	2	3	4	5	6
Assigned Phs		2				
Phs Duration (G+Y+Rc), s		100.0				
Change Period (Y+Rc), s		4.5				
Max Green Setting (Gmax), s		74.5				
Max Q Clear Time (g_c+l1), s		4.9				
Green Ext Time (p_c), s		0.3				
·		3.0				
Intersection Summary						
HCM 2010 Ctrl Delay			1.3			
HCM 2010 LOS			Α			

	۶	→	•	•	←	•	•	†	<i>></i>	/	+	√
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ર્ન			f)			€ 1}				
Traffic Volume (vph)	28	38	0	0	44	33	18	346	38	0	0	0
Future Volume (vph)	28	38	0	0	44	33	18	346	38	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	11	10	10	11	10	10	10	10	10	10	10
Total Lost time (s)		3.0			3.0			3.0				
Lane Util. Factor		1.00			1.00			0.95				
Frpb, ped/bikes		1.00			0.94			0.99				
Flpb, ped/bikes		0.95			1.00			0.99				
Frt		1.00			0.94			0.99				
Flt Protected		0.98			1.00			1.00				
Satd. Flow (prot)		1287			1221			2595				
Flt Permitted		0.86			1.00			1.00				
Satd. Flow (perm)		1129			1221			2595				
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	31	42	0	0	49	37	20	384	42	0	0	0
RTOR Reduction (vph)	0	0	0	0	32	0	0	4	0	0	0	0
Lane Group Flow (vph)	0	73	0	0	54	0	0	442	0	0	0	0
Confl. Peds. (#/hr)	68		74	74		68	38		12			
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)	5	5	5	5	5	5	10	10	10	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			4			2				
Permitted Phases	4						2					
Actuated Green, G (s)		12.8			12.8			78.7				
Effective Green, g (s)		13.8			13.8			80.2				
Actuated g/C Ratio		0.14			0.14			0.80				
Clearance Time (s)		4.0			4.0			4.5				
Vehicle Extension (s)		2.0			2.0			0.2				
Lane Grp Cap (vph)		155			168			2081				
v/s Ratio Prot					0.04							
v/s Ratio Perm		c0.06						0.17				
v/c Ratio		0.47			0.32			0.21				
Uniform Delay, d1		39.7			38.9			2.4				
Progression Factor		0.67			1.00			1.00				
Incremental Delay, d2		0.6			0.4			0.2				
Delay (s)		27.3			39.3			2.6				
Level of Service		С			D			Α				
Approach Delay (s)		27.3			39.3			2.6			0.0	
Approach LOS		С			D			А			Α	
Intersection Summary												
HCM 2000 Control Delay			10.8	H	CM 2000	Level of S	Service		В			
HCM 2000 Volume to Capacity	ratio		0.25									
Actuated Cycle Length (s)			100.0	Sum of lost time (s)					6.0			
Intersection Capacity Utilization)		32.4%		ICU Level of Service				A			
Analysis Period (min)			15									
c Critical Lane Group												

	ၨ	→	•	€	—	•	•	†	<i>></i>	/	+	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			ĵ»			€ 1}				
Traffic Volume (vph)	26	14	0	0	46	32	23	333	38	0	0	0
Future Volume (vph)	26	14	0	0	46	32	23	333	38	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)		3.0			3.0			3.0				
Lane Util. Factor		1.00			1.00			0.95				
Frpb, ped/bikes		1.00			0.98			0.98				
Flpb, ped/bikes		0.99			1.00			0.99				
Frt		1.00			0.94			0.99				
Flt Protected		0.97			1.00			1.00				
Satd. Flow (prot)		1269			1236			2541				
Flt Permitted		0.81			1.00			1.00				
Satd. Flow (perm)		1056			1236			2541				
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	30	16	0	0	53	37	27	387	44	0	0	0.00
RTOR Reduction (vph)	0	0	0	0	32	0	0	4	0	0	0	0
Lane Group Flow (vph)	0	46	0	0	58	0	0	454	0	0	0	0
Confl. Peds. (#/hr)	15	10	22	22	00	15	54	10 1	49	U	U	J
Confl. Bikes (#/hr)	10		3			1	01		7			
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)	5	5	5	5	5	5	10	10	10	0	0	0
Turn Type	Perm	NA	0	- 0	NA		Perm	NA	10			
Protected Phases	I CIIII	4			4		I CIIII	2				
Permitted Phases	4				7		2	2				
Actuated Green, G (s)		13.6			13.6			77.9				
Effective Green, g (s)		14.6			14.6			79.4				
Actuated g/C Ratio		0.15			0.15			0.79				
Clearance Time (s)		4.0			4.0			4.5				
Vehicle Extension (s)		2.0			2.0			0.2				
Lane Grp Cap (vph)		154			180			2017				
v/s Ratio Prot		134			c0.05			2017				
v/s Ratio Prot v/s Ratio Perm		0.04			CU.U3			0.18				
v/c Ratio		0.30			0.32			0.18				
Uniform Delay, d1		38.1			38.3			2.6				
Progression Factor		1.00			1.00			0.76				
Incremental Delay, d2		0.4			0.4			0.70				
Delay (s)		38.5			38.7			2.2				
Level of Service		30.3 D			30.7 D			2.2 A				
Approach Delay (s)		38.5			38.7			2.2			0.0	
Approach LOS		30.5 D			30.7 D			A.2			Α	
Intersection Summary								, .			, .	
HCM 2000 Control Delay			10.6	Н	CM 2000	l evel of s	Service		В			
HCM 2000 Control Belay HCM 2000 Volume to Capacit	ty ratio		0.24						U			
Actuated Cycle Length (s)	ly Tallo		100.0	Sum of lost time (s)					6.0			
Intersection Capacity Utilization	nn		31.1%			of Service			Α			
Analysis Period (min)	711		15	10	O LEVEL	JI JUI VILLE			A			
c Critical Lane Group			10									

	•	→	•	•	•	•	4	†	/	/	ţ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		∱ β		¥	^					ň	^	7
Traffic Volume (vph)	0	640	188	287	566	0	0	0	0	37	919	60
Future Volume (vph)	0	640	188	287	566	0	0	0	0	37	919	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	12
Total Lost time (s)		3.0		3.0	3.0					3.0	3.0	3.0
Lane Util. Factor		*0.80		1.00	*0.90					1.00	0.95	1.00
Frpb, ped/bikes		0.99		1.00	1.00					1.00	1.00	0.79
Flpb, ped/bikes		1.00		1.00	1.00					0.83	1.00	1.00
Frt		0.97		1.00	1.00					1.00	1.00	0.85
Flt Protected		1.00		0.95	1.00					0.95	1.00	1.00
Satd. Flow (prot)		2047		1263	2565					1018	2671	928
Flt Permitted		1.00		0.10	1.00					0.95	1.00	1.00
Satd. Flow (perm)		2047		136	2565					1018	2671	928
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	688	202	309	609	0	0	0	0	40	988	65
RTOR Reduction (vph)	0	21	0	0	0	0	0	0	0	0	0	43
Lane Group Flow (vph)	0	869	0	309	609	0	0	0	0	40	988	22
Confl. Peds. (#/hr)	56		24	24		56			114	114		116
Confl. Bikes (#/hr)			6			2						62
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	30	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)	5	5	5	5	5	5	0	0	0	10	10	10
Turn Type		NA		D.P+P	NA					Perm	NA	Perm
Protected Phases		2		3	23						4	
Permitted Phases				2						4		4
Actuated Green, G (s)		37.5		54.0	58.5					32.5	32.5	32.5
Effective Green, g (s)		39.0		57.0	60.0					34.0	34.0	34.0
Actuated g/C Ratio		0.39		0.57	0.60					0.34	0.34	0.34
Clearance Time (s)		4.5		4.5						4.5	4.5	4.5
Vehicle Extension (s)		0.2		1.0						1.0	1.0	1.0
Lane Grp Cap (vph)		798		280	1539					346	908	315
v/s Ratio Prot		0.42		c0.20	0.24						c0.37	
v/s Ratio Perm				c0.43						0.04		0.02
v/c Ratio		1.09		1.10	0.40					0.12	1.09	0.07
Uniform Delay, d1		30.5		33.3	10.5					22.7	33.0	22.3
Progression Factor		1.00		0.94	0.72					0.71	0.66	0.98
Incremental Delay, d2		58.9		81.1	0.1					0.0	54.7	0.0
Delay (s)		89.4		112.5	7.6					16.1	76.4	21.9
Level of Service		F		F	Α					В	Ε	С
Approach Delay (s)		89.4			42.9			0.0			71.0	
Approach LOS		F			D			Α			Е	
Intersection Summary												
HCM 2000 Control Delay			67.8	H	CM 2000	Level of S	Service		E			
HCM 2000 Volume to Capacity	y ratio		1.10									
Actuated Cycle Length (s)			100.0		um of lost				9.0			
Intersection Capacity Utilizatio	n		82.7%	IC	U Level o	of Service			E			
Analysis Period (min)			15									

	۶	→	•	•	+	•	•	†	~	/		4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		^			† }		ሻ	^	7			
Traffic Volume (vph)	1	711	1	0	781	38	61	196	128	0	0	0
Future Volume (vph)	1	711	1	0	781	38	61	196	128	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)		3.0			3.0		3.0	3.0	3.0			
Lane Util. Factor		*0.70			*0.70		*0.80	*0.60	1.00			
Frpb, ped/bikes		1.00			0.99		1.00	1.00	0.76			
Flpb, ped/bikes		1.00			1.00		0.79	1.00	1.00			
Frt		1.00			0.99		1.00	1.00	0.85			
Flt Protected		1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)		2127			2101		779	1687	829			
Flt Permitted		0.95			1.00		0.95	1.00	1.00			
Satd. Flow (perm)		2030			2101		779	1687	829			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	1	741	1	0.70	814	40	64	204	133	0.70	0.70	0.70
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	108	0	0	0
Lane Group Flow (vph)	0	743	0	0	852	0	64	204	25	0	0	0
Confl. Peds. (#/hr)	58	773	34	34	002	58	124	204	140	U	U	U
Confl. Bikes (#/hr)	30		6	37		3	127		6			
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	10	0	0	0	0	0	0
Parking (#/hr)	U	U	U	U	U	10	10	10	10	0	0	0
Turn Type	Perm	NA			NA		Perm	NA	Perm	<u> </u>	<u> </u>	
Protected Phases	r Cilli	2			2		FCIIII	4	r Cilli			
Permitted Phases	2	۷			۷		4	7	4			
Actuated Green, G (s)	2	73.5			73.5		17.5	17.5	17.5			
Effective Green, g (s)		75.0			75.0		19.0	19.0	19.0			
Actuated g/C Ratio		0.75			0.75		0.19	0.19	0.19			
Clearance Time (s)		4.5			4.5		4.5	4.5	4.5			
Vehicle Extension (s)		0.2			0.2		2.0	2.0	2.0			
									157			
Lane Grp Cap (vph)		1522			1575		148	320	157			
v/s Ratio Prot		0.07			c0.41		0.00	c0.12	0.00			
v/s Ratio Perm		0.37			0.54		0.08	0 / 1	0.03			
v/c Ratio		0.49			0.54		0.43	0.64	0.16			
Uniform Delay, d1		4.9			5.3		35.7	37.3	33.8			
Progression Factor		0.19			1.00		0.77	0.79	0.31			
Incremental Delay, d2		0.1			1.3		0.7	3.0	0.2			
Delay (s)		1.0			6.6		28.1	32.4	10.5			
Level of Service		A			Α		С	C	В		0.0	
Approach Delay (s)		1.0			6.6			24.5			0.0	
Approach LOS		А			А			С			А	
Intersection Summary												
HCM 2000 Control Delay			8.1	HCM 2000 Level of Service					А			
HCM 2000 Volume to Capacit	y ratio		0.56									
Actuated Cycle Length (s)			100.0	Sum of lost time (s)					6.0			
Intersection Capacity Utilization	n		47.1%	ICU Level of Service					А			
Analysis Period (min)			15									

	۶	→	•	•	←	4	1	†	/	/	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		1>			र्स						414	
Traffic Volume (vph)	0	43	25	60	12	0	0	0	0	95	936	22
Future Volume (vph)	0	43	25	60	12	0	0	0	0	95	936	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)		3.0			3.0						3.0	
Lane Util. Factor		1.00			1.00						0.95	
Frpb, ped/bikes		0.99			1.00						1.00	
Flpb, ped/bikes		1.00			0.98						1.00	
Frt		0.95			1.00						1.00	
Flt Protected		1.00			0.96						1.00	
Satd. Flow (prot)		1248			1256						2644	
Flt Permitted		1.00			0.75						1.00	
Satd. Flow (perm)		1248			982						2644	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	44	26	61	12	0	0	0	0	97	955	22
RTOR Reduction (vph)	0	20	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	50	0	0	73	0	0	0	0	0	1072	0
Confl. Peds. (#/hr)	11		23	23		11	24	· ·	10	10	.0.2	24
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)	5	5	5	5	5	5	0	0	0	10	10	10
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4		1 Cilli	4					1 Cilli	2	
Permitted Phases		7		4						2		
Actuated Green, G (s)		9.9		7	9.9					2	30.6	
Effective Green, g (s)		11.9			11.9						32.1	
Actuated g/C Ratio		0.24			0.24						0.64	
Clearance Time (s)		5.0			5.0						4.5	
Vehicle Extension (s)		4.0			4.0						0.2	
Lane Grp Cap (vph)		297			233						1697	
v/s Ratio Prot		0.04			233						1077	
v/s Ratio Prot v/s Ratio Perm		0.04			c0.07						0.41	
v/c Ratio		0.17			0.31						0.41	
Uniform Delay, d1		15.1			15.7						5.4	
Progression Factor		1.00			0.53						0.97	
Incremental Delay, d2		0.4			1.0						0.77	
Delay (s)		15.5			9.3						6.0	
Level of Service		В			7.5 A						Α	
Approach Delay (s)		15.5			9.3			0.0			6.0	
Approach LOS		В			7.5 A			Α			Α	
Intersection Summary					, .			, .			, .	
			47	- 11	CM 2000	Lovel of 9	Condo		Λ			
HCM 2000 Control Delay	!		6.7	Н	CIVI 2000	Level of S	Service		Α			
HCM 2000 Volume to Capacity	y rauo		0.55	Sum of last time (s)					/ 0			
Actuated Cycle Length (s)	n		50.0	Sum of lost time (s) ICU Level of Service					6.0			
Intersection Capacity Utilizatio	11		54.4%	IC	U Level (o Service			А			
Analysis Period (min) c Critical Lane Group			15									
c Chilical Latte Group												

	۶	→	•	•	←	•	•	†	<i>></i>	/	+	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ર્ન			ĵ∍			€ 1₽				
Traffic Volume (vph)	24	85	0	0	55	29	18	215	33	0	0	0
Future Volume (vph)	24	85	0	0	55	29	18	215	33	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)		3.0			3.0			3.0				
Lane Util. Factor		1.00			1.00			0.95				
Frpb, ped/bikes		1.00			0.98			0.99				
Flpb, ped/bikes		0.99			1.00			1.00				
Frt		1.00			0.95			0.98				
Flt Protected		0.99			1.00			1.00				
Satd. Flow (prot)		1305			1243			2578				
Flt Permitted		0.92			1.00			1.00				
Satd. Flow (perm)		1216			1243			2578				
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	29	101	0	0	65	35	21	256	39	0	0	0
RTOR Reduction (vph)	0	0	0	0	29	0	0	5	0	0	0	0
Lane Group Flow (vph)	0	130	0	0	71	0	0	311	0	0	0	0
Confl. Peds. (#/hr)	20		29	29		20	9		21	21		9
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)	5	5	5	5	5	5	10	10	10	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			4			2				
Permitted Phases	4						2					
Actuated Green, G (s)		15.5			15.5			75.5				
Effective Green, g (s)		17.0			17.0			77.0				
Actuated g/C Ratio		0.17			0.17			0.77				
Clearance Time (s)		4.5			4.5			4.5				
Vehicle Extension (s)		2.0			2.0			0.2				
Lane Grp Cap (vph)		206			211			1985				
v/s Ratio Prot					0.06							
v/s Ratio Perm		c0.11						0.12				
v/c Ratio		0.63			0.34			0.16				
Uniform Delay, d1		38.6			36.5			3.0				
Progression Factor		0.99			1.00			0.31				
Incremental Delay, d2		4.1			0.3			0.2				
Delay (s)		42.3			36.9			1.1				
Level of Service		D			D			Α				
Approach Delay (s)		42.3			36.9			1.1			0.0	
Approach LOS		D			D			Α			Α	
Intersection Summary												
HCM 2000 Control Delay			17.5	H	CM 2000	Level of :	Service		В			
HCM 2000 Volume to Capacity	ratio		0.24	HCM 2000 Level of Service								
Actuated Cycle Length (s)			100.0	Sum of lost time (s)					6.0			
Intersection Capacity Utilization	1		31.7%		U Level		:		A			
Analysis Period (min)			15									
c Critical Lane Group												

	۶	→	•	•	←	•	•	†	~	\	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ተ ኈ			4₽						4₽	7
Traffic Volume (veh/h)	0	541	120	106	427	0	0	0	0	68	801	97
Future Volume (veh/h)	0	541	120	106	427	0	0	0	0	68	801	97
Number	1	6	16	5	2	12				3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		1.00				1.00		0.94
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	1.00				0.85	1.00	0.85
Adj Sat Flow, veh/h/ln	0	1661	1744	1710	1629	0				1710	1629	1629
Adj Flow Rate, veh/h	0	676	150	132	534	0				85	1001	121
Adj No. of Lanes	0	2	0	0	2	0				0	2	1
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80				0.80	0.80	0.80
Percent Heavy Veh, %	0	5	5	5	5	0				5	5	5
Cap, veh/h	0	904	200	58	494	0				99	1230	501
Arrive On Green	0.00	0.38	0.37	0.97	0.97	0.00				0.15	0.15	0.15
Sat Flow, veh/h	0	2468	529	18	1613	0				218	2703	1102
Grp Volume(v), veh/h	0	447	379	354	312	0				536	550	121
Grp Sat Flow(s),veh/h/ln	0	1578	1335	145	892	0				1373	1547	1102
Q Serve(g_s), s	0.0	24.5	24.6	26.6	3.5	0.0				38.1	34.2	9.7
Cycle Q Clear(g_c), s	0.0	24.5	24.6	26.6	3.5	0.0				38.1	34.2	9.7
Prop In Lane	0.00		0.40	0.37		0.00				0.16		1.00
Lane Grp Cap(c), veh/h	0	598	506	0	433	0				625	704	501
V/C Ratio(X)	0.00	0.75	0.75	0.00	0.72	0.00				0.86	0.78	0.24
Avail Cap(c_a), veh/h	0	598	506	0	433	0				625	704	501
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	26.9	27.0	0.0	0.8	0.0				39.3	37.7	27.3
Incr Delay (d2), s/veh	0.0	8.3	9.8	0.0	10.0	0.0				14.3	8.4	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.1	10.4	0.0	1.5	0.0				17.0	16.3	3.1
LnGrp Delay(d),s/veh	0.0	35.2	36.8	0.0	10.8	0.0				53.6	46.1	28.4
LnGrp LOS		D	D		В					D	D	С
Approach Vol, veh/h		826			666						1207	
Approach Delay, s/veh		35.9			5.1						47.7	
Approach LOS		D			Α						D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		51.5				40.9		48.5				
Change Period (Y+Rc), s		4.5				* 4.5		4.5				
Max Green Setting (Gmax), s		47.0				* 36		44.0				
Max Q Clear Time (g_c+I1), s		28.6				26.6		40.1				
Green Ext Time (p_c), s		0.2				0.2		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			33.6									
2010 Our Dolay			55.0									
HCM 2010 LOS			С									

	•	→	•	•	←	•	•	†	<i>></i>	\	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4₽			^			€ 1₽				
Traffic Volume (veh/h)	51	564	0	0	483	12	71	154	26	0	0	0
Future Volume (veh/h)	51	564	0	0	483	12	71	154	26	0	0	0
Number	1	6	16	5	2	12	7	4	14			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.94			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.88	0.85	1.00	0.85			
Adj Sat Flow, veh/h/ln	1710	1629	0	0	1629	1710	1710	1629	1710			
Adj Flow Rate, veh/h	54	600	0	0	514	13	76	164	28			
Adj No. of Lanes	0	2	0	0	2	0	0	2	0			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	5	5	0	0	5	5	0	5	0			
Cap, veh/h	42	771	0	0	1197	30	218	493	87			
Arrive On Green	1.00	1.00	0.00	0.00	0.41	0.40	0.10	0.10	0.10			
Sat Flow, veh/h	2	1817	0	0	2966	73	726	1644	290			
Grp Volume(v), veh/h	395	259	0	0	275	252	141	0	127			
Grp Sat Flow(s),veh/h/ln	336	890	0	0	1547	1410	1348	0	1311			
Q Serve(g_s), s	5.2	0.0	0.0	0.0	12.7	12.7	9.8	0.0	9.0			
Cycle Q Clear(g_c), s	5.2	0.0	0.0	0.0	12.7	12.7	9.8	0.0	9.0			
Prop In Lane	0.14		0.00	0.00		0.05	0.54		0.22			
Lane Grp Cap(c), veh/h	0	561	0	0	642	585	404	0	393			
V/C Ratio(X)	0.00	0.46	0.00	0.00	0.43	0.43	0.35	0.00	0.32			
Avail Cap(c_a), veh/h	0	561	0	0	642	585	404	0	393			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	20.8	20.9	35.9	0.0	35.6			
Incr Delay (d2), s/veh	0.0	2.7	0.0	0.0	2.1	2.3	2.4	0.0	2.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.0	0.0	5.7	5.3	3.9	0.0	3.5			
LnGrp Delay(d),s/veh	0.0	2.7	0.0	0.0	22.9	23.2	38.2	0.0	37.7			
LnGrp LOS		Α			С	С	D		D			
Approach Vol, veh/h		654			527			268				
Approach Delay, s/veh		1.1			23.0			38.0				
Approach LOS		Α			С			D				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		44.5		34.0		66.0						
Change Period (Y+Rc), s		* 4.5		4.5		4.5						
Max Green Setting (Gmax), s		* 40		29.5		61.5						
Max Q Clear Time (g_c+l1), s		14.7		11.8		7.2						
Green Ext Time (p_c), s		0.1		0.3		0.1						
Intersection Summary												
HCM 2010 Ctrl Delay			15.9									
HCM 2010 LOS			В									_
Notes												

Intersection												
Int Delay, s/veh	0.6											
, , , , , , , , , , , , , , , , , , ,												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	19	24	18	7	0	0	0	0	13	913	16
Future Vol, veh/h	0	19	24	18	7	0	0	0	0	13	913	16
Conflicting Peds, #/hr	12	0	20	20	0	12	0	0	0	0	0	9
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	ŧ -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	22	28	21	8	0	0	0	0	15	1074	19
Major/Minor	Minor2			Minor1						Major2		
Conflicting Flow All	1158	1154	565	619	1164	29				20	0	0
Stage 1	1134	1134	-	20	20					-	-	-
Stage 2	24	20	_	599	1144	-				-	-	-
Critical Hdwy	6.9	6.6	7	6.9	6.6	-				-	-	-
Critical Hdwy Stg 1	5.9	5.6	-	-	-	-				-	-	-
Critical Hdwy Stg 2	-	-	-	5.9	5.6	-				-	-	-
Follow-up Hdwy	3.55	4.05	3.35	3.55	4.05	-				-	-	-
Pot Cap-1 Maneuver	185	191	461	414	189	-				-	-	-
Stage 1	263	270	-	-	-	-				-	-	-
Stage 2	-	-	-	503	267	-				-	-	-
Platoon blocked, %											-	-
Mov Cap-1 Maneuver	179	0	453	407	0	-				-	-	-
Mov Cap-2 Maneuver	179	0	-	407	0	-				-	-	-
Stage 1	259	0	-	-	0	-				-	-	-
Stage 2	-	0	-	503	0	-				-	-	-
Approach	EB			WB						SB		
HCM Control Delay, s	13.9											
HCM LOS	В			-								
Minor Lane/Major Mvmt	EBLn1V	VBLn1	SBL	SBT SBR								
Capacity (veh/h)	453	-	-									
HCM Lane V/C Ratio	0.112	-	-									
HCM Control Delay (s)	13.9	-	-									
HCM Lane LOS	В	-	-									
HCM 95th %tile Q(veh)	0.4	-	-									

	_#	→	•	•	←	€.	•	7	/	4	✓	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	NBR2	SWL	SWR	
Lane Configurations	ሻ	†						76				
Traffic Volume (vph)	16	305	0	0	0	0	0	148	14	0	0	
Future Volume (vph)	16	305	0	0	0	0	0	148	14	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	16	16	12	12	12	12	12	10	10	12	12	
Total Lost time (s)	4.0	4.0						4.0				
Lane Util. Factor	1.00	1.00						0.88				
Frpb, ped/bikes	1.00	1.00						1.00				
Flpb, ped/bikes	1.00	1.00						1.00				
Frt	1.00	1.00						0.85				
Flt Protected	0.95	1.00						1.00				
Satd. Flow (prot)	1705	1794						2337				
Flt Permitted	0.95	1.00						1.00				
Satd. Flow (perm)	1705	1794						2337				
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	
Adj. Flow (vph)	19	355	0	0	0	0	0	172	16	0	0	
RTOR Reduction (vph)	14	0	0	0	0	0	0	6	0	0	0	
Lane Group Flow (vph)	5	355	0	0	0	0	0	182	0	0	0	
Confl. Peds. (#/hr)									22			
Confl. Bikes (#/hr)			52					12				
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	
Parking (#/hr)	5	5	5	0	0	0	10	10	10	0	0	
Turn Type	Perm	NA						Prot				
Protected Phases		4						2				
Permitted Phases	4							2				
Actuated Green, G (s)	26.1	26.1						61.9				
Effective Green, g (s)	26.6	26.6						65.4				
Actuated g/C Ratio	0.27	0.27						0.65				
Clearance Time (s)	4.5	4.5						7.5				
Vehicle Extension (s)	2.0	2.0						0.2				
Lane Grp Cap (vph)	453	477						1528				
v/s Ratio Prot		c0.20						c0.08				
v/s Ratio Perm	0.00											
v/c Ratio	0.01	0.74						0.12				
Uniform Delay, d1	27.0	33.6						6.5				
Progression Factor	0.00	0.57						0.49				
Incremental Delay, d2	0.0	5.1						0.1				
Delay (s)	0.0	24.3						3.3				
Level of Service	Α	С						Α				
Approach Delay (s)		23.1			0.0		3.3			0.0		
Approach LOS		С			Α		Α			Α		
Intersection Summary												
HCM 2000 Control Delay			16.5	H	CM 2000	Level of S	Service		В			
HCM 2000 Volume to Capacit	y ratio		0.30									
Actuated Cycle Length (s)			100.0		um of lost				8.0			
Intersection Capacity Utilization	n		36.9%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									
c Critical Lane Group												

	۶	→	7	_	←	•	>	لر	•	*	/	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL2	NEL	NER	
Lane Configurations					₽					ሕ ጎ		
Traffic Volume (vph)	0	0	0	0	121	39	0	0	41	123	0	
Future Volume (vph)	0	0	0	0	121	39	0	0	41	123	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)					4.0					4.0		
Lane Util. Factor					1.00					0.97		
Frpb, ped/bikes					0.99					1.00		
Flpb, ped/bikes					1.00					0.95		
Frt					0.97					1.00		
Flt Protected					1.00					0.95		
Satd. Flow (prot)					1521					3178		
Flt Permitted					1.00					0.95		
Satd. Flow (perm)					1521					3178		
Peak-hour factor, PHF	0.92	0.92	0.92	0.93	0.93	0.93	0.92	0.92	0.95	0.95	0.95	
Adj. Flow (vph)	0	0	0	0	130	42	0	0	43	129	0	
RTOR Reduction (vph)	0	0	0	0	21	0	0	0	0	15	0	
Lane Group Flow (vph)	0	0	0	0	151	0	0	0	0	157	0	
Confl. Peds. (#/hr)						2			16			
Confl. Bikes (#/hr)						14					12	
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	
Parking (#/hr)	0	0	0	5	5	5	0	0				
Turn Type					NA				Perm	Prot		
Protected Phases					4				1 01111	2		
Permitted Phases									2			
Actuated Green, G (s)					26.1				_	61.9		
Effective Green, g (s)					26.6					65.4		
Actuated g/C Ratio					0.27					0.65		
Clearance Time (s)					4.5					7.5		
Vehicle Extension (s)					2.0					0.2		
Lane Grp Cap (vph)					404					2078		
v/s Ratio Prot					c0.10					20.0		
v/s Ratio Perm					551.5					0.05		
v/c Ratio					0.37					0.08		
Uniform Delay, d1					29.9					6.3		
Progression Factor					1.00					0.08		
Incremental Delay, d2					0.2					0.1		
Delay (s)					30.1					0.6		
Level of Service					С					А		
Approach Delay (s)		0.0			30.1		0.0			0.6		
Approach LOS		Α			С		А			Α		
Intersection Summary												
HCM 2000 Control Delay			15.4	Н	CM 2000	Level of S	Service		В			
HCM 2000 Volume to Capacity	y ratio		0.16									
Actuated Cycle Length (s)			100.0	Sı	um of lost	time (s)			8.0			
Intersection Capacity Utilizatio	n		21.7%		CU Level o				Α			
Analysis Period (min)			15									
c Critical Lane Group												

	۶	→	•	•	←	•	•	†	~	/	↓	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		^}								ሻ	^	
Traffic Volume (vph)	0	247	96	0	0	0	0	0	0	63	874	0
Future Volume (vph)	0	247	96	0	0	0	0	0	0	63	874	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	16	16	12	12	12	12	12	12	13	13	13
Total Lost time (s)		4.0								4.0	4.0	
Lane Util. Factor		1.00								1.00	0.95	
Frpb, ped/bikes		0.99								1.00	1.00	
Flpb, ped/bikes		1.00								1.00	1.00	
Frt		0.96								1.00	1.00	
Flt Protected		1.00								0.95	1.00	
Satd. Flow (prot)		1716								1771	3553	
Flt Permitted		1.00								0.95	1.00	
Satd. Flow (perm)		1716								1771	3553	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	260	101	0	0	0	0	0	0	66	920	0
RTOR Reduction (vph)	0	14	0	0	0	0	0	0	0	31	0	0
Lane Group Flow (vph)	0	347	0	0	0	0	0	0	0	35	920	0
Confl. Peds. (#/hr)			12							3		
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)	5	5	5	0	0	0	0	0	0			
Turn Type		NA								Perm	NA	
Protected Phases		3									2	
Permitted Phases		3								2		
Actuated Green, G (s)		38.0								52.0	52.0	
Effective Green, g (s)		39.0								53.0	53.0	
Actuated g/C Ratio		0.39								0.53	0.53	
Clearance Time (s)		5.0								5.0	5.0	
Lane Grp Cap (vph)		669								938	1883	
v/s Ratio Prot		c0.20									c0.26	
v/s Ratio Perm										0.02		
v/c Ratio		0.52								0.04	0.49	
Uniform Delay, d1		23.3								11.3	14.9	
Progression Factor		1.00								0.00	0.12	
Incremental Delay, d2		2.9								0.1	0.7	
Delay (s)		26.2								0.1	2.4	
Level of Service		С								Α	A	
Approach Delay (s)		26.2			0.0			0.0			2.3	
Approach LOS		С			Α			Α			A	
Intersection Summary												
HCM 2000 Control Delay			8.7	Н	CM 2000	Level of S	Service		А			
HCM 2000 Volume to Capacity	ratio		0.53									
Actuated Cycle Length (s)			100.0	S	um of lost	time (s)			13.0			
Intersection Capacity Utilization	1		113.3%			of Service	!		Н			
Analysis Period (min)			15									
c Critical Lane Group												

	۶	→	•	•	←	4	•	†	/	/	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				ሻ	†						∱ 1≽	•
Traffic Volume (vph)	0	0	0	40	120	0	0	0	0	0	897	18
Future Volume (vph)	0	0	0	40	120	0	0	0	0	0	897	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	16	16	10	12	10	12	10	10	10
Total Lost time (s)				4.0	4.0						4.0	
Lane Util. Factor				1.00	1.00						0.95	
Frpb, ped/bikes				1.00	1.00						1.00	
Flpb, ped/bikes				0.99	1.00						1.00	
Frt				1.00	1.00						1.00	
Flt Protected				0.95	1.00						1.00	
Satd. Flow (prot)				1689	1794						2957	
Flt Permitted				0.95	1.00						1.00	
Satd. Flow (perm)				1689	1794						2957	
Peak-hour factor, PHF	0.90	0.88	0.88	0.94	0.94	0.90	0.25	0.90	0.25	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	43	128	0	0	0	0	0	997	20
RTOR Reduction (vph)	0	0	0	26	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	0	17	128	0	0	0	0	0	1016	0
Confl. Peds. (#/hr)				12		3						16
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)	0	0	0	5	5	5	0	0	0	10	10	10
Turn Type				Perm	NA						NA	
Protected Phases					3						1	
Permitted Phases				3							•	
Actuated Green, G (s)				38.0	38.0						48.0	
Effective Green, g (s)				39.0	39.0						53.0	
Actuated g/C Ratio				0.39	0.39						0.53	
Clearance Time (s)				5.0	5.0						9.0	
Lane Grp Cap (vph)				658	699						1567	
v/s Ratio Prot				000	c0.07						c0.34	
v/s Ratio Prot v/s Ratio Perm				0.01	60.07						60.54	
v/c Ratio				0.03	0.18						0.65	
Uniform Delay, d1				18.8	20.0						16.8	
Progression Factor				0.14	0.54						1.00	
Incremental Delay, d2				0.14	0.54						2.1	
Delay (s)				2.8	11.3						18.9	
Level of Service				2.0 A	В						В	
Approach Delay (s)		0.0			9.2			0.0			18.9	
Approach LOS		Α			7.2 A			Α			В	
Intersection Summary												
HCM 2000 Control Delay			17.5	Н	CM 2000	Level of S	Service		В			
HCM 2000 Volume to Capacity	y ratio		0.46									
Actuated Cycle Length (s)			100.0	S	um of lost	time (s)			9.0			
Intersection Capacity Utilization	n		109.5%			of Service			Н			
Analysis Period (min)			15									
c Critical Lane Group												

	۶	→	•	•	←	•	1	†	/	/	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		1>			4						414	
Traffic Volume (vph)	0	24	21	22	22	0	0	0	0	94	877	9
Future Volume (vph)	0	24	21	22	22	0	0	0	0	94	877	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)		4.0			4.0						4.0	
Lane Util. Factor		1.00			1.00						0.95	
Frpb, ped/bikes		0.99			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.94			1.00						1.00	
Flt Protected		1.00			0.98						1.00	
Satd. Flow (prot)		1373			1436						2944	
Flt Permitted		1.00			0.85						1.00	
Satd. Flow (perm)		1373			1249						2944	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	26	22	23	23	0	0	0	0	100	933	10
RTOR Reduction (vph)	0	19	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	29	0	0	46	0	0	0	0	0	1043	0
Confl. Peds. (#/hr)	8	_,	5	5	.0	8	Ū	· ·		4	.0.10	13
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)	5	5	5	5	5	5	0	0	0	10	10	10
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4		1 Cilli	4					1 Cilli	2	
Permitted Phases		7		4						2		
Actuated Green, G (s)		11.0		7	11.0					2	70.0	
Effective Green, g (s)		11.5			11.5						70.5	
Actuated g/C Ratio		0.13			0.13						0.78	
Clearance Time (s)		4.5			4.5						4.5	
Vehicle Extension (s)		2.0			2.0						0.2	
Lane Grp Cap (vph)		175			159						2306	
v/s Ratio Prot		0.02			137						2300	
v/s Ratio Prot v/s Ratio Perm		0.02			c0.04						0.35	
v/c Ratio		0.16			0.29						0.45	
Uniform Delay, d1		35.0			35.5						3.3	
Progression Factor		1.00			1.00						1.00	
Incremental Delay, d2		0.2			0.4						0.6	
Delay (s)		35.1			35.9						3.9	
Level of Service		D			D						Α.	
Approach Delay (s)		35.1			35.9			0.0			3.9	
Approach LOS		D			D			Α			Α	
		D						,,			, ,	
Intersection Summary					0140000	1 1 6	<u> </u>		Δ.			
HCM 2000 Control Delay	,,		6.5	H	CM 2000	Level of S	service		Α			
HCM 2000 Volume to Capacity	y ratio		0.43						0.0			
Actuated Cycle Length (s)			90.0		um of lost				8.0			
Intersection Capacity Utilizatio	n		44.0%	IC	U Level o	of Service	! 		Α			
Analysis Period (min)			15									
c Critical Lane Group												

	۶	→	•	•	←	•	•	†	<i>></i>	/	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		f)		Ť	^						414	
Traffic Volume (veh/h)	0	427	61	115	691	0	0	0	0	121	787	165
Future Volume (veh/h)	0	427	61	115	691	0	0	0	0	121	787	165
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.92
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	1.00				0.85	1.00	0.85
Adj Sat Flow, veh/h/ln	0	1629	1710	1629	1629	0				1710	1629	1710
Adj Flow Rate, veh/h	0	502	72	135	813	0				142	926	194
Adj No. of Lanes	0	1	0	1	1	0				0	2	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85				0.85	0.85	0.85
Percent Heavy Veh, %	0	5	5	5	5	0				0	5	0
Cap, veh/h	0	503	72	155	828	0				121	819	180
Arrive On Green	0.00	0.41	0.41	0.06	0.51	0.00				0.43	0.43	0.42
Sat Flow, veh/h	0	1216	174	1551	1629	0				285	1927	424
Grp Volume(v), veh/h	0	0	574	135	813	0				684	0	578
Grp Sat Flow(s), veh/h/ln	0	0	1390	1551	1629	0				1370	0	1266
Q Serve(g_s), s	0.0	0.0	49.5	5.9	58.8	0.0				51.0	0.0	51.0
Cycle Q Clear(g_c), s	0.0	0.0	49.5	5.9	58.8	0.0				51.0	0.0	51.0
Prop In Lane	0.00		0.13	1.00		0.00				0.21		0.34
Lane Grp Cap(c), veh/h	0	0	575	155	828	0				582	0	538
V/C Ratio(X)	0.00	0.00	1.00	0.87	0.98	0.00				1.17	0.00	1.08
Avail Cap(c_a), veh/h	0	0	575	161	828	0				582	0	538
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.25	0.25	0.00				0.89	0.00	0.89
Uniform Delay (d), s/veh	0.0	0.0	35.1	28.2	29.0	0.0				34.5	0.0	34.6
Incr Delay (d2), s/veh	0.0	0.0	36.9	11.6	11.9	0.0				93.7	0.0	58.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	24.9	3.0	28.9	0.0				34.4	0.0	26.5
LnGrp Delay(d),s/veh	0.0	0.0	72.0	39.8	40.9	0.0				128.2	0.0	93.1
LnGrp LOS		F74	E	D	D 0.40					F	10/0	F
Approach Vol, veh/h		574			948						1262	
Approach Delay, s/veh		72.0			40.7						112.1	
Approach LOS		E			D						F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	11.3	53.7		55.0		65.0						
Change Period (Y+Rc), s	3.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	8.3	48.7		50.5		60.5						
Max Q Clear Time (g_c+l1), s	7.9	51.5		53.0		60.8						
Green Ext Time (p_c), s	0.0	0.0		0.0		0.0						
Intersection Summary												
HCM 2010 Ctrl Delay			79.5									
HCM 2010 LOS			Е									

	۶	→	•	*	←	•	•	†	~	<u> </u>	+	√
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	^			1	7		414				
Traffic Volume (veh/h)	97	453	0	0	753	85	55	190	67	0	0	0
Future Volume (veh/h)	97	453	0	0	753	85	55	190	67	0	0	0
Number	5	2	12	1	6	16	7	4	14			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.87			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.88	0.85	1.00	0.85			
Adj Sat Flow, veh/h/ln	1629	1629	0	0	1629	1629	1710	1629	1710			
Adj Flow Rate, veh/h	118	552	0	0	918	104	67	232	82			
Adj No. of Lanes	1	1	0	0	1	1	0	2	0			
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82			
Percent Heavy Veh, %	5	5	0	0	5	5	0	5	0			
Cap, veh/h	520	1542	0	0	1132	816	66	232	84			
Arrive On Green	0.42	1.00	0.00	0.00	0.69	0.69	0.15	0.15	0.15			
Sat Flow, veh/h	1551	1629	0	0	1629	1174	439	1548	563			
Grp Volume(v), veh/h	118	552	0	0	918	104	208	0	173			
Grp Sat Flow(s), veh/h/ln	1551	1629	0	0	1629	1174	1362	0	1187			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	47.3	3.6	18.0	0.0	17.4			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	47.3	3.6	18.0	0.0	17.4			
Prop In Lane	1.00	0.0	0.00	0.00	17.0	1.00	0.32	0.0	0.47			
Lane Grp Cap(c), veh/h	520	1542	0	0	1132	816	204	0	178			
V/C Ratio(X)	0.23	0.36	0.00	0.00	0.81	0.13	1.02	0.00	0.97			
Avail Cap(c_a), veh/h	520	1542	0.00	0.00	1132	816	204	0.00	178			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.10	0.10	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	14.0	0.0	0.0	0.0	12.8	6.1	51.0	0.0	50.9			
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	6.4	0.3	67.6	0.0	60.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.0	0.0	22.9	1.2	10.6	0.0	8.7			
LnGrp Delay(d),s/veh	14.0	0.1	0.0	0.0	19.1	6.4	118.7	0.0	111.3			
LnGrp LOS	В	A	0.0	0.0	В	A	F	0.0	F			
Approach Vol, veh/h		670			1022	, , , , , , , , , , , , , , , , , , ,	•	381	•			
Approach Delay, s/veh		2.5			17.9			115.4				
Approach LOS		Α.5			В			F				
			0			,	_					
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		118.2		22.0	30.8	87.4						
Change Period (Y+Rc), s		4.5		4.5	4.5	* 4.5						
Max Green Setting (Gmax), s		93.5		17.5	7.1	* 83						
Max Q Clear Time (g_c+I1), s		2.0		20.0	2.0	49.3						
Green Ext Time (p_c), s		0.3		0.0	0.0	0.3						
Intersection Summary												
HCM 2010 Ctrl Delay			30.8									
HCM 2010 LOS			С									
Notes												

	۶	→	•	•	←	•	•	†	/	/	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		f)			4						414	7
Traffic Volume (vph)	0	112	165	16	142	0	0	0	0	17	879	194
Future Volume (vph)	0	112	165	16	142	0	0	0	0	17	879	194
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)		4.0			4.0						4.0	4.0
Lane Util. Factor		1.00			1.00						0.95	1.00
Frpb, ped/bikes		0.97			1.00						1.00	0.94
Flpb, ped/bikes		1.00			1.00						1.00	1.00
Frt		0.92			1.00						1.00	0.85
Flt Protected		1.00			0.99						1.00	1.00
Satd. Flow (prot)		1321			1468						2961	1149
Flt Permitted		1.00			0.86						1.00	1.00
Satd. Flow (perm)		1321			1265						2961	1149
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	118	174	17	149	0	0	0	0	18	925	204
RTOR Reduction (vph)	0	74	0	0	0	0	0	0	0	0	0	33
Lane Group Flow (vph)	0	218	0	0	166	0	0	0	0	0	943	171
Confl. Peds. (#/hr)	17		18	18		17				25		8
Confl. Bikes (#/hr)			1			6						25
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)	5	5	5	5	5	5	0	0	0	10	10	10
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			4						2	
Permitted Phases				4						2		2
Actuated Green, G (s)		19.2			19.2						61.8	61.8
Effective Green, g (s)		19.7			19.7						62.3	62.3
Actuated g/C Ratio		0.22			0.22						0.69	0.69
Clearance Time (s)		4.5			4.5						4.5	4.5
Vehicle Extension (s)		2.0			2.0						0.2	0.2
Lane Grp Cap (vph)		289			276						2049	795
v/s Ratio Prot		c0.16										
v/s Ratio Perm					0.13						0.32	0.15
v/c Ratio		0.75			0.60						0.46	0.22
Uniform Delay, d1		32.9			31.6						6.3	5.0
Progression Factor		1.00			1.00						0.32	0.04
Incremental Delay, d2		9.5			2.5						0.7	0.6
Delay (s)		42.4			34.1						2.7	0.8
Level of Service		D			С						А	Α
Approach Delay (s)		42.4			34.1			0.0			2.4	
Approach LOS		D			С			А			Α	
Intersection Summary												
HCM 2000 Control Delay			12.9	Н	CM 2000	Level of S	Service		В			
HCM 2000 Volume to Capacit	y ratio		0.53									
Actuated Cycle Length (s)			90.0	S	um of lost	time (s)			8.0			
Intersection Capacity Utilization	n		52.3%			of Service	!		Α			
Analysis Period (min)			15									
c Critical Lane Group												

	۶	→	•	•	←	•	•	†	<i>></i>	/	+	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ર્ન			ĵ»			4T>				
Traffic Volume (vph)	82	30	0	0	43	8	99	186	7	0	0	0
Future Volume (vph)	82	30	0	0	43	8	99	186	7	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)		4.0			4.0			4.0				
Lane Util. Factor		1.00			1.00			0.95				
Frpb, ped/bikes		1.00			0.99			1.00				
Flpb, ped/bikes		0.98			1.00			1.00				
Frt		1.00			0.98			1.00				
Flt Protected		0.96			1.00			0.98				
Satd. Flow (prot)		1402			1436			2899				
Flt Permitted		0.74			1.00			0.98				
Satd. Flow (perm)		1081			1436			2899				
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	99	36	0	0	52	10	119	224	8	0	0	0
RTOR Reduction (vph)	0	0	0	0	8	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	135	0	0	54	0	0	349	0	0	0	0
Confl. Peds. (#/hr)	28	.00	9	9	0.	28	3	017	26	26		3
Confl. Bikes (#/hr)			1	•		3			4			1
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)	5	5	5	5	5	5	10	10	10	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases	1 Cilli	4			4		1 CIIII	2				
Permitted Phases	4	7			7		2	2				
Actuated Green, G (s)		9.6			9.6			31.9				
Effective Green, g (s)		9.6			9.6			32.4				
Actuated g/C Ratio		0.19			0.19			0.65				
Clearance Time (s)		4.0			4.0			4.5				
Vehicle Extension (s)		2.0			2.0			0.2				
Lane Grp Cap (vph)		207			275			1878				
v/s Ratio Prot		207			0.04			1070				
v/s Ratio Perm		c0.12			0.04			0.12				
v/c Ratio		0.65			0.20			0.12				
Uniform Delay, d1		18.7			17.0			3.5				
Progression Factor		1.00			1.00			1.00				
Incremental Delay, d2		5.5			0.1			0.2				
Delay (s)		24.2			17.1			3.7				
Level of Service		24.2 C			В			3.7 A				
Approach Delay (s)		24.2			17.1			3.7			0.0	
Approach LOS		C C			В			Α			Α	
Intersection Summary												
HCM 2000 Control Delay			10.3	Н	CM 2000	Level of S	Service		В			
HCM 2000 Volume to Capacit	v ratio		0.29	11	CIVI 2000	LOVOI OI V	JOI #100		U			
Actuated Cycle Length (s)	Jidilo		50.0	Sı	um of lost	time (s)			8.0			
Intersection Capacity Utilization	n		32.0%			of Service			Α.			
Analysis Period (min)	/II		15	10	O LOVOI (or our vice						
c Critical Lane Group			13									

	۶	→	•	•	←	•	1	†	~	/	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		₽		7							₽₽₽₽	
Traffic Volume (veh/h)	0	110	30	20	0	0	0	0	0	20	1050	0
Future Volume (veh/h)	0	110	30	20	0	0	0	0	0	20	1050	0
Number	7	4	14	3	8	18				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00				0.90	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1810	1900	1810	0	0				1900	1810	0
Adj Flow Rate, veh/h	0	122	33	22	0	0				22	1141	0
Adj No. of Lanes	0	1	0	1	0	0				0	3	0
Peak Hour Factor	0.90	0.90	0.92	0.92	0.90	0.90				0.90	0.92	0.90
Percent Heavy Veh, %	0	5	5	5	0	0				0	5	0
Cap, veh/h	0	155	42	66	0	0				62	3447	0
Arrive On Green	0.00	0.13	0.12	0.04	0.00	0.00				0.71	0.71	0.00
Sat Flow, veh/h	0	1235	334	1723	22					87	4993	0
Grp Volume(v), veh/h	0	0	155	22	43.2					409	754	0
Grp Sat Flow(s),veh/h/ln	0	0	1570	1723	D					1624	1647	0
Q Serve(g_s), s	0.0	0.0	8.6	1.1						8.7	7.7	0.0
Cycle Q Clear(g_c), s	0.0	0.0	8.6	1.1						8.7	7.7	0.0
Prop In Lane	0.00		0.21	1.00						0.05		0.00
Lane Grp Cap(c), veh/h	0	0	197	66						1159	2350	0
V/C Ratio(X)	0.00	0.00	0.79	0.33						0.35	0.32	0.00
Avail Cap(c_a), veh/h	0	0	436	211						1159	2350	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00						1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00						1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	38.2	42.1						4.9	4.8	0.0
Incr Delay (d2), s/veh	0.0	0.0	2.6	1.1						0.8	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0						0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	3.9	0.6						4.1	3.6	0.0
LnGrp Delay(d),s/veh	0.0	0.0	40.8	43.2						5.8	5.2	0.0
LnGrp LOS			D	D						А	Α	
Approach Vol, veh/h		155									1163	
Approach Delay, s/veh		40.8									5.4	
Approach LOS		D									А	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4								
Phs Duration (G+Y+Rc), s		68.2	6.5	15.3								
Change Period (Y+Rc), s		4.5	3.5	4.5								
Max Green Setting (Gmax), s		42.5	10.5	24.5								
Max Q Clear Time (g_c+I1), s		0.0	3.1	10.6								
Green Ext Time (p_c), s		0.0	0.0	0.4								
Intersection Summary												
HCM 2010 Ctrl Delay			10.1									
HCM 2010 LOS			В									

	۶	→	•	•	←	•	•	†	~	/	+	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ħβ			↑ ↑						413-	
Traffic Volume (vph)	6	438	189	2	687	157	0	0	0	84	375	127
Future Volume (vph)	6	438	189	2	687	157	0	0	0	84	375	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)	4.0	4.0			4.0						4.0	
Lane Util. Factor	1.00	0.95			0.95						0.95	
Frpb, ped/bikes	1.00	0.99			1.00						0.99	
Flpb, ped/bikes	1.00	1.00			1.00						1.00	
Frt	1.00	0.95			0.97						0.97	
Flt Protected	0.95	1.00			1.00						0.99	
Satd. Flow (prot)	1604	3040			3106						2869	
Flt Permitted	0.27	1.00			0.95						0.99	
Satd. Flow (perm)	461	3040			2964						2869	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	6	461	199	2	723	165	0	0	0	88	395	134
RTOR Reduction (vph)	0	60	0	0	24	0	0	0	0	0	40	0
Lane Group Flow (vph)	6	600	0	0	866	0	0	0	0	0	577	0
Confl. Peds. (#/hr)	1	000	9	9		1	10	· ·	8	8	0	10
Confl. Bikes (#/hr)	•		1	•		•						9
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)	070	070	070	0,0	0,0	070	0	0	0	5	5	5
Turn Type	Perm	NA		Perm	NA					Perm	NA	
Protected Phases	T CITII	2		1 Cilli	2					1 Citii	4	
Permitted Phases	2	2		2	2					4	7	
Actuated Green, G (s)	41.0	41.0			41.0					7	20.0	
Effective Green, g (s)	41.5	41.5			41.5						20.5	
Actuated g/C Ratio	0.59	0.59			0.59						0.29	
Clearance Time (s)	4.5	4.5			4.5						4.5	
Vehicle Extension (s)	0.2	0.2			0.2						2.0	
Lane Grp Cap (vph)	273	1802			1757						840	
v/s Ratio Prot	213	0.20			1737						040	
v/s Ratio Perm	0.01	0.20			c0.29						0.20	
v/c Ratio	0.01	0.33			0.49						0.69	
Uniform Delay, d1	5.9	7.2			8.2						21.9	
Progression Factor	1.00	1.00			0.13						1.00	
Incremental Delay, d2	0.1	0.5			0.13						1.00	
Delay (s)	6.0	7.7			2.0						23.8	
Level of Service	Α	Α			Α.0						23.0 C	
Approach Delay (s)		7.7			2.0			0.0			23.8	
Approach LOS		Α			Α.0			Α			23.0 C	
Intersection Summary												
HCM 2000 Control Delay			9.9	Н	CM 2000	Level of S	Service		A			
HCM 2000 Volume to Capac	ity ratio		0.56	1 1	CIVI 2000	LCVCI UI C	JOI VICE					
Actuated Cycle Length (s)	ity railo		70.0	Si	um of lost	time (s)			8.0			
Intersection Capacity Utilizati	ion		52.5%			of Service			6.0 A			
Analysis Period (min)	UII		15	10	O LEVEL	JI JUI VIUC						
c Critical Lane Group			13									

	۶	→	•	•	←	•	•	†	/	/	Ţ	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑ ↑		¥	^						र्सी	
Traffic Volume (vph)	0	522	0	138	816	0	0	0	0	25	337	30
Future Volume (vph)	0	522	0	138	816	0	0	0	0	25	337	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)		4.0		4.0	4.0						4.0	
Lane Util. Factor		0.95		1.00	0.95						0.95	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		1.00		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						1.00	
Satd. Flow (prot)		3209		1604	3209						2917	
Flt Permitted		1.00		0.42	1.00						1.00	
Satd. Flow (perm)		3209		717	3209						2917	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	561	0	148	877	0	0	0	0	27	362	32
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	9	0
Lane Group Flow (vph)	0	561	0	148	877	0	0	0	0	0	412	0
Confl. Peds. (#/hr)	10					10	17		8	8		17
Confl. Bikes (#/hr)			1			9						3
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)							0	0	0	10	10	10
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		2			2						4	
Permitted Phases		_		2	_					4	•	
Actuated Green, G (s)		41.0		41.0	41.0					•	20.0	
Effective Green, g (s)		41.5		41.5	41.5						20.5	
Actuated g/C Ratio		0.59		0.59	0.59						0.29	
Clearance Time (s)		4.5		4.5	4.5						4.5	
Vehicle Extension (s)		0.2		0.2	0.2						2.0	
Lane Grp Cap (vph)		1902		425	1902						854	
v/s Ratio Prot		0.17		0	c0.27							
v/s Ratio Perm		0,,,		0.21	00.27						0.14	
v/c Ratio		0.29		0.35	0.46						0.48	
Uniform Delay, d1		7.0		7.3	8.0						20.4	
Progression Factor		0.59		0.71	0.72						1.00	
Incremental Delay, d2		0.4		2.1	0.7						0.2	
Delay (s)		4.5		7.2	6.5						20.5	
Level of Service		Α		А	Α						С	
Approach Delay (s)		4.5			6.6			0.0			20.5	
Approach LOS		Α			А			А			С	
Intersection Summary												
HCM 2000 Control Delay			8.9	Н	CM 2000	Level of S	Service		Α			
HCM 2000 Volume to Capacity	ratio		0.47									
Actuated Cycle Length (s)			70.0		um of lost				8.0			
Intersection Capacity Utilization	1		59.1%	IC	CU Level of	of Service			В			
Analysis Period (min)			15									
c Critical Lane Group												

	۶	→	•	•	—	•	•	†	~	/	+	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		41₽			ħβ			4₽	7			
Traffic Volume (vph)	16	607	0	0	873	1	128	71	128	0	0	0
Future Volume (vph)	16	607	0	0	873	1	128	71	128	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)		4.0			4.0			4.0	4.0			
Lane Util. Factor		0.95			0.95			0.95	1.00			
Frpb, ped/bikes		1.00			1.00			1.00	0.98			
Flpb, ped/bikes		1.00			1.00			0.98	1.00			
Frt		1.00			1.00			1.00	0.85			
Flt Protected		1.00			1.00			0.97	1.00			
Satd. Flow (prot)		3205			3008			2831	1193			
Flt Permitted		0.93			1.00			0.97	1.00			
Satd. Flow (perm)		2971			3008			2831	1193			
Peak-hour factor, PHF	0.95	0.95	0.95	0.91	0.91	0.91	0.81	0.81	0.81	1.00	1.00	1.00
Adj. Flow (vph)	17	639	0	0	959	1	158	88	158	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	131	0	0	0
Lane Group Flow (vph)	0	656	0	0	960	0	0	246	27	0	0	0
Confl. Peds. (#/hr)	J	000	6	6	, 00		22	2.0	2		Ū	J
Confl. Bikes (#/hr)						2			6			
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)	070	070	0,0	5	5	5	10	10	10	0	0	0
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases	i ciiii	2			2		T CITII	4	1 Cilli			
Permitted Phases	2	2			2		4		4			
Actuated Green, G (s)		49.5			49.5			11.5	11.5			
Effective Green, g (s)		50.0			50.0			12.0	12.0			
Actuated g/C Ratio		0.71			0.71			0.17	0.17			
Clearance Time (s)		4.5			4.5			4.5	4.5			
Vehicle Extension (s)		0.2			0.2			2.0	2.0			
Lane Grp Cap (vph)		2122			2148			485	204			
v/s Ratio Prot		2122			c0.32			400	204			
v/s Ratio Perm		0.22			00.32			0.09	0.02			
v/c Ratio		0.22			0.45			0.51	0.02			
Uniform Delay, d1		3.7			4.2			26.3	24.6			
Progression Factor		0.24			1.00			1.00	1.00			
Incremental Delay, d2		0.24			0.7			0.3	0.1			
Delay (s)		1.3			4.9			26.6	24.7			
Level of Service		Α			4.7 A			20.0 C	C C			
Approach Delay (s)		1.3			4.9			25.9	C		0.0	
Approach LOS		Α			Α.			23.7 C			Α	
Intersection Summary												
HCM 2000 Control Delay			7.9	Н	CM 2000	Level of	Service		А			
HCM 2000 Volume to Capacit	v ratio		0.46		OW 2000	2010101	0011100		, ,			
Actuated Cycle Length (s)	Jano		70.0	Si	um of lost	time (s)			8.0			
Intersection Capacity Utilization	n		42.6%			of Service	1		Α			
Analysis Period (min)			15		. J 25701 (. Ooi vioo						
c Critical Lane Group			10									

	۶	→	•	•	+	•	•	†	/	/	+	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Volume (vph)	14	219	38	45	242	92	16	126	16	39	503	36
Future Volume (vph)	14	219	38	45	242	92	16	126	16	39	503	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.99			0.99			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.98			0.97			0.99			0.99	
Flt Protected		1.00			0.99			0.99			1.00	
Satd. Flow (prot)		1293			1267			1299			1309	
Flt Permitted		0.97			0.94			0.94			0.97	
Satd. Flow (perm)		1263			1198			1221			1278	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	15	235	41	48	260	99	17	135	17	42	541	39
RTOR Reduction (vph)	0	10	0	0	19	0	0	7	0	0	4	0
Lane Group Flow (vph)	0	281	0	0	388	0	0	162	0	0	618	0
Confl. Peds. (#/hr)	7		13	13		7	8		14	14		8
Confl. Bikes (#/hr)									2			14
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)	5	5	5	5	5	5	5	5	5	5	5	5
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Actuated Green, G (s)		19.0			19.0			31.0			31.0	
Effective Green, g (s)		20.0			20.0			32.0			32.0	
Actuated g/C Ratio		0.33			0.33			0.53			0.53	
Clearance Time (s)		5.0			5.0			5.0			5.0	
Lane Grp Cap (vph)		421			399			651			681	
v/s Ratio Prot												
v/s Ratio Perm		0.22			c0.32			0.13			c0.48	
v/c Ratio		0.67			0.97			0.25			0.91	
Uniform Delay, d1		17.1			19.7			7.5			12.7	
Progression Factor		1.64			1.00			1.00			1.00	
Incremental Delay, d2		6.0			38.5			0.9			18.0	
Delay (s)		34.2			58.2			8.5			30.7	
Level of Service		С			Е			Α			С	
Approach Delay (s)		34.2			58.2			8.5			30.7	
Approach LOS		С			Е			Α			С	
Intersection Summary												
HCM 2000 Control Delay			36.4	H	CM 2000	Level of :	Service		D			
HCM 2000 Volume to Capac	city ratio		0.93									
Actuated Cycle Length (s)	,		60.0	Sı	um of los	time (s)			8.0			
Intersection Capacity Utiliza	tion		86.8%			of Service	!		E			
Analysis Period (min)			15									
c Critical Lane Group												

	۶	→	•	•	—	•	•	†	~	/	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Volume (veh/h)	53	361	18	41	240	34	9	121	28	45	307	42
Future Volume (veh/h)	53	361	18	41	240	34	9	121	28	45	307	42
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.99		0.97	0.98		0.97
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Adj Sat Flow, veh/h/ln	1900	1810	1900	1900	1810	1900	1900	1810	1900	1900	1810	1900
Adj Flow Rate, veh/h	55	372	19	42	247	35	9	125	29	46	316	43
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	116	574	28	113	526	69	73	486	107	106	496	64
Arrive On Green	0.43	0.43	0.44	0.14	0.14	0.15	0.40	0.40	0.41	0.40	0.40	0.41
Sat Flow, veh/h	113	1325	64	105	1215	160	24	1214	268	98	1239	159
Grp Volume(v), veh/h	446	0	0	324	0	0	163	0	0	405	0	0
Grp Sat Flow(s),veh/h/ln	1501	0	0	1480	0	0	1506	0	0	1496	0	0
Q Serve(g_s), s	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0
Cycle Q Clear(g_c), s	13.7	0.0	0.0	11.5	0.0	0.0	4.3	0.0	0.0	13.0	0.0	0.0
Prop In Lane	0.12		0.04	0.13		0.11	0.06	•	0.18	0.11	•	0.11
Lane Grp Cap(c), veh/h	718	0	0	709	0	0	666	0	0	665	0	0
V/C Ratio(X)	0.62	0.00	0.00	0.46	0.00	0.00	0.24	0.00	0.00	0.61	0.00	0.00
Avail Cap(c_a), veh/h	718	0	0	709	0	0	666	0	0	665	0	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.5	0.0	0.0	19.5	0.0	0.0	12.1	0.0	0.0	14.6	0.0	0.0
Incr Delay (d2), s/veh	4.0	0.0	0.0	2.1	0.0	0.0	0.9	0.0	0.0	4.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0 6.6	0.0	0.0	0.0 5.4	0.0	0.0	0.0 2.0	0.0	0.0	0.0 6.2	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.5	0.0	0.0	21.6	0.0	0.0	12.9	0.0	0.0	18.7	0.0	0.0
LnGrp Delay(d),s/veh LnGrp LOS	17.3 B	0.0	0.0	21.0 C	0.0	0.0	12.9 B	0.0	0.0	16.7 B	0.0	0.0
	D	446			324		В	163		ь	405	
Approach Vol, veh/h Approach Delay, s/veh		17.5			21.6			12.9			18.7	
Approach LOS		17.3 B			21.0 C			12.9 B			16.7	
											ь	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		29.0		31.0		29.0		31.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		24.5		26.5		24.5		26.5				
Max Q Clear Time (g_c+l1), s		6.3		15.7		15.0		13.5				
Green Ext Time (p_c), s		3.5		3.8		2.5		4.2				
Intersection Summary			46 -									
HCM 2010 Ctrl Delay			18.3									
HCM 2010 LOS			В									

	۶	→	•	•	←	•	1	†	/	/	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Volume (vph)	77	0	119	9	104	8	75	202	0	0	241	52
Future Volume (vph)	77	0	119	9	104	8	75	202	0	0	241	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			5.0			5.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.97			1.00			1.00			0.99	
Flpb, ped/bikes		0.99			1.00			0.99			1.00	
Frt		0.92			0.99			1.00			0.98	
Flt Protected		0.98			1.00			0.99			1.00	
Satd. Flow (prot)		1375			1558			1554			1531	
Flt Permitted		0.75			0.98			0.83			1.00	
Satd. Flow (perm)		1054			1527			1305			1531	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	88	0	135	10	118	9	85	230	0	0	274	59
RTOR Reduction (vph)	0	68	0	0	3	0	0	0	0	0	5	0
Lane Group Flow (vph)	0	155	0	0	134	0	0	315	0	0	328	0
Confl. Peds. (#/hr)	7		8	8		7	24		16	16		24
Confl. Bikes (#/hr)									5			1
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)	5	5	5	5	5	5	5	5	5	5	5	5
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	
Protected Phases		4			4			2			2	
Permitted Phases	4	•		4	•		2			2	_	
Actuated Green, G (s)		20.8			20.8			70.2			70.2	
Effective Green, g (s)		20.3			20.3			69.7			69.7	
Actuated g/C Ratio		0.20			0.20			0.70			0.70	
Clearance Time (s)		4.5			4.5			4.5			4.5	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		213			309			909			1067	
v/s Ratio Prot		210			007			707			0.21	
v/s Ratio Perm		c0.15			0.09			c0.24			0.21	
v/c Ratio		0.73			0.43			0.35			0.31	
Uniform Delay, d1		37.3			34.8			6.1			5.8	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		11.8			1.0			1.0			0.7	
Delay (s)		49.0			35.8			7.1			6.6	
Level of Service		D			D			Α			A	
Approach Delay (s)		49.0			35.8			7.1			6.6	
Approach LOS		D			D			Α			А	
Intersection Summary												
HCM 2000 Control Delay			20.1	H	CM 2000	Level of S	Service		С			
HCM 2000 Volume to Capacit	y ratio		0.43									
Actuated Cycle Length (s)	, -		100.0	Sı	um of lost	time (s)			10.0			
Intersection Capacity Utilizatio	n		92.9%		:U Level				F			
Analysis Period (min)			15									
c Critical Lane Group												

	٠	→	•	•	←	4	1	†	<i>></i>	/	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ		7		4			4			€ÎÞ	
Traffic Volume (vph)	43	0	73	1	20	0	145	142	1	0	196	188
Future Volume (vph)	43	0	73	1	20	0	145	142	1	0	196	188
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0			4.0			4.0	
Lane Util. Factor	1.00		1.00		1.00			1.00			0.95	
Frpb, ped/bikes	1.00		0.96		1.00			1.00			0.98	
Flpb, ped/bikes	0.96		1.00		1.00			0.99			1.00	
Frt	1.00		0.85		1.00			1.00			0.93	
Flt Protected	0.95		1.00		1.00			0.98			1.00	
Satd. Flow (prot)	1450		1291		1578			1533			2921	
Flt Permitted	0.74		1.00		1.00			0.66			1.00	
Satd. Flow (perm)	1133		1291		1578			1033			2921	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	47	0	79	1	22	0	158	154	1	0	213	204
RTOR Reduction (vph)	0	0	71	0	0	0	0	0	0	0	38	0
Lane Group Flow (vph)	47	0	8	0	23	0	0	313	0	0	379	0
Confl. Peds. (#/hr)	15		18	18		15	10		9	9		10
Confl. Bikes (#/hr)			1						1			1
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)	5	5	5	5	5	5	5	5	5	5	5	5
Turn Type	Perm		Perm	Perm	NA		Perm	NA			NA	
Protected Phases					8			2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	8.2		8.2		8.2			72.8			72.8	
Effective Green, g (s)	8.7		8.7		8.7			73.3			73.3	
Actuated g/C Ratio	0.10		0.10		0.10			0.81			0.81	
Clearance Time (s)	4.5		4.5		4.5			4.5			4.5	
Vehicle Extension (s)	3.0		3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)	109		124		152			841			2378	
v/s Ratio Prot											0.13	
v/s Ratio Perm	c0.04		0.01		0.01			c0.30				
v/c Ratio	0.43		0.06		0.15			0.37			0.16	
Uniform Delay, d1	38.3		36.9		37.3			2.2			1.8	
Progression Factor	0.95		0.87		1.00			1.00			0.59	
Incremental Delay, d2	2.7		0.2		0.5			1.3			0.1	
Delay (s)	39.2		32.3		37.7			3.5			1.2	
Level of Service	D	04.0	С		D			A			A	
Approach Delay (s)		34.9			37.7			3.5			1.2	
Approach LOS		С			D			Α			А	
Intersection Summary												
HCM 2000 Control Delay			7.8	H	CM 2000	Level of S	Service		Α			
HCM 2000 Volume to Capa	acity ratio		0.38									
Actuated Cycle Length (s)			90.0		um of lost				8.5			
Intersection Capacity Utiliza	ation		51.5%	IC	CU Level of	of Service	:		Α			
Analysis Period (min)			15									
c Critical Lane Group												

	۶	→	←	•	\	✓			
Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations		4	f		W				
Traffic Volume (vph)	9	290	118	18	21	18			
Future Volume (vph)	9	290	118	18	21	18			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Width	12	16	16	12	12	12			
Total Lost time (s)	12	4.0	4.0	12	4.0	12			
Lane Util. Factor		1.00	1.00		1.00				
Frpb, ped/bikes		1.00	0.99		0.98				
Flpb, ped/bikes		1.00	1.00		1.00				
Frt		1.00	0.98		0.94				
FIt Protected		1.00	1.00		0.94				
Satd. Flow (prot)		1788	1739		1622				
Flt Permitted		0.99	1.00		0.97				
			1739						
Satd. Flow (perm)	0.00	1779		0.00	1622	0.00			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90			
Adj. Flow (vph)	10	322	131	20	23	20			
RTOR Reduction (vph)	0	0	2	0	18	0			
Lane Group Flow (vph)	0	332	149	0	25	0			
Confl. Peds. (#/hr)	29			29		6			
Confl. Bikes (#/hr)	E0/	E0/	5 0/	2	E0/	5 0/			
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%			
Parking (#/hr)	5	5	5	5					
Turn Type	D.P+P	NA	NA		Prot				
Protected Phases	7	4	8		6				
Permitted Phases	8								
Actuated Green, G (s)		73.3	73.3		7.7				
Effective Green, g (s)		73.8	73.8		8.2				
Actuated g/C Ratio		0.82	0.82		0.09				
Clearance Time (s)		4.5	4.5		4.5				
Vehicle Extension (s)		3.0	3.0		3.0				
Lane Grp Cap (vph)		1458	1425		147				
v/s Ratio Prot			0.09		c0.02				
v/s Ratio Perm		c0.19							
v/c Ratio		0.23	0.10		0.17				
Uniform Delay, d1		1.8	1.6		37.8				
Progression Factor		1.00	1.27		1.00				
Incremental Delay, d2		0.1	0.1		0.5				
Delay (s)		1.9	2.2		38.3				
Level of Service		Α	А		D				
Approach Delay (s)		1.9	2.2		38.3				
Approach LOS		А	А		D				
Intersection Summary									
HCM 2000 Control Delay			4.9	H	CM 2000	Level of Servic	:e	А	
HCM 2000 Volume to Capac	city ratio		0.23		000			,,	
Actuated Cycle Length (s)			90.0	Sı	ım of lost	time (s)		12.0	
Intersection Capacity Utilizat	tion		36.1%		U Level o			Α	
Analysis Period (min)			15	10	J LOVOI O	. 501 1100			
c Critical Lane Group			.0						

	-	•	•	•	4	~			
Movement	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations	†	7	ች		ሻ	7			
Traffic Volume (vph)	181	8	22	183	5	15			
Future Volume (vph)	181	8	22	183	5	15			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0	3.0			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Frpb, ped/bikes	1.00	0.98	1.00	1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00	0.91	1.00	1.00	1.00			
Frt	1.00	0.85	1.00	1.00	1.00	0.85			
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00			
Satd. Flow (prot)	1583	1314	1374	1583	1719	1538			
Flt Permitted	1.00	1.00	0.64	1.00	0.95	1.00			
Satd. Flow (perm)	1583	1314	920	1583	1719	1538			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94			
Adj. Flow (vph)	193	9	23	195	5	16			
RTOR Reduction (vph)	0	3	0	0	0	15			
Lane Group Flow (vph)	193	6	23	195	5	1			
Confl. Peds. (#/hr)	173	3	147	175	J	2			
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%			
Parking (#/hr)	5	5	5	5	370	370			
Turn Type	NA		custom	NA	Prot	Prot			
Protected Phases	2	r Cilli	1	6	4	4			
Permitted Phases	2	2	12	U	4	4			
Actuated Green, G (s)	30.5	30.5	31.7	35.2	1.2	1.2			
Effective Green, g (s)	33.0	33.0	32.7	37.7	3.7	3.7			
Actuated g/C Ratio	0.70	0.70	0.69	0.80	0.08	0.08			
Clearance Time (s)	5.5	5.5	3.5	5.5	5.5	5.5			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0			
	1102	914	650	1259	134	120			
Lane Grp Cap (vph) v/s Ratio Prot	c0.12	914	0.00	c0.12	c0.00	0.00			
v/s Ratio Perm	CU. 12	0.00	0.00	CU. IZ	CU.UU	0.00			
v/c Ratio	0.10		0.02	0.15	0.04	0.01			
Uniform Delay, d1	0.18 2.5	0.01	2.3	0.15 1.1	20.2	20.2			
	1.00	1.00	1.00		1.00	1.00			
Progression Factor		0.0		1.00		0.0			
Incremental Delay, d2	0.0		0.0	1.2	0.0 20.2	20.2			
Delay (s) Level of Service	2.5	2.2	2.3			20.2 C			
	A 2.5	А	А	A 1.3	C 20.2	C			
Approach Delay (s) Approach LOS					20.2 C				
Appluacii LUS	А			Α	C				
Intersection Summary									
HCM 2000 Control Delay			2.7	H	CM 2000	Level of Servic	e	Α	
HCM 2000 Volume to Capac	city ratio		0.16						
Actuated Cycle Length (s)	-		47.4	S	um of lost	time (s)		9.0	
Intersection Capacity Utilizat	tion		31.2%	IC	CU Level o	of Service		Α	
Analysis Period (min)			15						
c Critical Lane Group									

	۶	→	•	•	+	•	•	†	/	/	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	∱		ሻ	ĵ.		ሻ	₽		ሻ	ĵ»	
Traffic Volume (vph)	21	90	77	34	170	31	33	8	16	4	11	4
Future Volume (vph)	21	90	77	34	170	31	33	8	16	4	11	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.98		1.00	1.00		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	0.99	1.00		0.98	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.93		1.00	0.98		1.00	0.90		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1495	1442		1472	1539		1504	1404		1501	1515	
Flt Permitted	0.62	1.00		0.64	1.00		1.00	1.00		1.00	1.00	
Satd. Flow (perm)	972	1442		991	1539		1583	1404		1580	1515	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	24	101	87	38	191	35	37	9	18	4	12	4
RTOR Reduction (vph)	0	32	0	0	7	0	0	16	0	0	4	0
Lane Group Flow (vph)	24	156	0	38	219	0	37	11	0	4	12	0
Confl. Peds. (#/hr)	9		31	31		9			2	2		
Confl. Bikes (#/hr)						3						1
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)	5	5	5	5	5	5	5	5	5	5	5	5
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	18.6	18.6		18.6	18.6		2.9	2.9		2.9	2.9	
Effective Green, g (s)	19.1	19.1		19.1	19.1		2.9	2.9		2.9	2.9	
Actuated g/C Ratio	0.64	0.64		0.64	0.64		0.10	0.10		0.10	0.10	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	618	918		630	979		153	135		152	146	
v/s Ratio Prot		0.11			c0.14			0.01			0.01	
v/s Ratio Perm	0.02			0.04			c0.02			0.00		
v/c Ratio	0.04	0.17		0.06	0.22		0.24	0.08		0.03	0.08	
Uniform Delay, d1	2.0	2.2		2.1	2.3		12.5	12.3		12.3	12.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.0	0.1		0.0	0.1		0.8	0.3		0.1	0.3	
Delay (s)	2.1	2.3		2.1	2.4		13.4	12.6		12.3	12.6	
Level of Service	Α	A		Α	Α		В	В		В	В	
Approach Delay (s)		2.3			2.4			13.0			12.5	
Approach LOS		Α			Α			В			В	
Intersection Summary												
HCM 2000 Control Delay			3.9	Н	CM 2000	Level of S	Service		Α			
HCM 2000 Volume to Capaci	ity ratio		0.23	- 11	2 2000		20. 1100		,			
Actuated Cycle Length (s)	,		30.0	Si	um of lost	time (s)			8.0			
Intersection Capacity Utilizati	on		37.5%			of Service	<u> </u>		Α			
Analysis Period (min)	J.,		15	10	5 25 75 1				, ,			
c Critical Lane Group												

	۶	→	•	€	←	•	•	†	~	/	↓	-√
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	1>			4		ሻ	∱ }		ሻ	↑ ↑	
Traffic Volume (vph)	38	4	37	10	52	13	29	131	3	3	293	197
Future Volume (vph)	38	4	37	10	52	13	29	131	3	3	293	197
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	14	12	12	11	12	10	11	12	10	11	12
Total Lost time (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.96			1.00		1.00	1.00		1.00	0.98	
Flpb, ped/bikes	1.00	1.00			1.00		0.98	1.00		0.98	1.00	
Frt	1.00	0.87			0.98		1.00	1.00		1.00	0.94	
Flt Protected	0.95	1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1404	1401			1477		1383	3103		1370	2860	
Flt Permitted	0.95	1.00			0.99		0.43	1.00		0.66	1.00	
Satd. Flow (perm)	1404	1401			1477		622	3103		945	2860	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	43	5	42	11	59	15	33	149	3	3	333	224
RTOR Reduction (vph)	0	38	0	0	11	0	0	1	0	0	59	0
Lane Group Flow (vph)	43	9	0	0	74	0	33	151	0	3	498	0
Confl. Peds. (#/hr)	7		21	21		7	14		12	12		14
Confl. Bikes (#/hr)						2			2			7
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)	5	5	5	5	5	5	5	5	5	5	5	5
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			2	
Permitted Phases	•	•		-			2	_		2	_	
Actuated Green, G (s)	7.2	7.2			8.8		61.5	61.5		61.5	61.5	
Effective Green, g (s)	8.2	8.2			9.8		63.0	63.0		63.0	63.0	
Actuated g/C Ratio	0.09	0.09			0.11		0.70	0.70		0.70	0.70	
Clearance Time (s)	4.0	4.0			4.0		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	127	127			160		435	2172		661	2002	
v/s Ratio Prot	c0.03	0.01			c0.05		.00	0.05			c0.17	
v/s Ratio Perm	00.00	0.01			00.00		0.05	0.00		0.00	00.17	
v/c Ratio	0.34	0.07			0.46		0.08	0.07		0.00	0.25	
Uniform Delay, d1	38.4	37.4			37.6		4.3	4.3		4.1	4.9	
Progression Factor	1.00	1.00			1.00		0.82	0.80		1.00	1.00	
Incremental Delay, d2	1.6	0.2			2.1		0.3	0.1		0.0	0.3	
Delay (s)	39.9	37.6			39.8		3.8	3.5		4.1	5.2	
Level of Service	D	D			D		A	A		Α	A	
Approach Delay (s)	_	38.7			39.8			3.5			5.2	
Approach LOS		D			D			А			A	
Intersection Summary												
HCM 2000 Control Delay			11.3	H	CM 2000	Level of S	Service		В			
HCM 2000 Volume to Capaci	ty ratio		0.28									
Actuated Cycle Length (s)			90.0	Sı	um of lost	time (s)			9.0			
Intersection Capacity Utilizati	on		39.7%			of Service	!		А			
Analysis Period (min)			15									
c Critical Lane Group												

EXISTING PM

	y	*	À	~	×	₹	ን	×	~	Ĺ	×	*
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		∱ }			∱ ∱			†			4TÞ	
Traffic Volume (vph)	0	191	72	0	200	16	0	61	2	0	373	25
Future Volume (vph)	0	191	72	0	200	16	0	61	2	0	373	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	9	12	10	9	10	12	12	12	9	10	10
Total Lost time (s)		5.5			5.5			4.5			5.5	
Lane Util. Factor		0.95			0.95			1.00			0.95	
Frpb, ped/bikes		0.91			0.95			1.00			0.98	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.96			0.99			1.00			0.99	
Flt Protected		1.00			1.00			1.00			1.00	
Satd. Flow (prot)		2260			2440			1330			2539	
Flt Permitted		1.00			1.00			1.00			1.00	
Satd. Flow (perm)		2260			2440			1330			2539	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0.70	212	80	0.70	222	18	0.70	68	2	0.70	414	28
RTOR Reduction (vph)	0	10	0	0	8	0	0	1	0	0	6	0
Lane Group Flow (vph)	0	283	0	0	232	0	0	69	0	0	436	0
Confl. Peds. (#/hr)	407	203	272	272	232	407	U	07	U	225	430	515
Confl. Bikes (#/hr)	407		6	212		52			10	223		25
Parking (#/hr)		8	8		8	8		16	16		16	16
Turn Type		NA			NA	- 0		NA	10		NA	10
Protected Phases		IVA			1			2			2	
Permitted Phases		1			1					2		
Actuated Green, G (s)		33.5			33.5			37.5		Z	37.5	
Effective Green, g (s)		32.5			32.5			37.5			36.5	
		0.41			0.41			0.47			0.46	
Actuated g/C Ratio		4.5			4.5			4.5			4.5	
Clearance Time (s)												
Lane Grp Cap (vph)		918			991			623			1158	
v/s Ratio Prot		-0.10			0.10			0.05			c0.17	
v/s Ratio Perm		c0.13			0.00			0.11			0.00	
v/c Ratio		0.31			0.23			0.11			0.38	
Uniform Delay, d1		16.1			15.6			11.9			14.3	
Progression Factor		0.71			1.00			1.00			0.17	
Incremental Delay, d2		0.8			0.6			0.4			0.9	
Delay (s)		12.4			16.1			12.3			3.2	
Level of Service		В			В			В			A	
Approach Delay (s)		12.4			16.1			12.3			3.2	
Approach LOS		В			В			В			Α	
Intersection Summary												
HCM 2000 Control Delay			9.4	Н	CM 2000	Level of S	Service		Α			
HCM 2000 Volume to Capacit	y ratio		0.34									
Actuated Cycle Length (s)			80.0		um of lost				11.0			
Intersection Capacity Utilization	n		37.5%	IC	U Level	of Service)		Α			
Analysis Period (min)			15									
c Critical Lane Group												

	_	×	4	/	K	*			
Movement	NWL	NWT	NWR2	NER	SWT	SWR			
Lane Configurations	IVVVL	नाक	7	7	^	7			
Traffic Volume (vph)	29	1277	218	70	352	130			
Future Volume (vph)	29	1277	218	70	352	130			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Width	1900	1700	1900	1700	9	9			
Total Lost time (s)	10	4.0	4.5	4.5	4.0	4.5			
Lane Util. Factor		0.81	0.81	1.00	0.95	1.00			
Frpb, ped/bikes		0.99	0.61	1.00	1.00	0.57			
Flpb, ped/bikes		0.99	1.00	1.00	1.00	1.00			
Frt		1.00	0.85	0.86	1.00	0.85			
Flt Protected		1.00		1.00		1.00			
Satd. Flow (prot)		4614	1.00 439	1155	1.00 2534	586			
Flt Permitted		1.00	1.00	1.00	1.00	1.00			
						586			
Satd. Flow (perm)	0.04	4614	439	1155	2534				
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94			
Adj. Flow (vph)	31	1359	232	74	374	138			
RTOR Reduction (vph)	0	1405	8	0	0	14			
Lane Group Flow (vph)	0	1405	201	74	374	124			
Confl. Peds. (#/hr)	276		643			629			
Confl. Bikes (#/hr)		4.	104	4.	4.	25			
Parking (#/hr)	_	16	16	16	16	16			
Turn Type	Perm	NA	Perm	Prot	NA	Perm			
Protected Phases		1		2	2				
Permitted Phases	1		1			2			
Actuated Green, G (s)		46.5	46.5	24.5	24.5	24.5			
Effective Green, g (s)		47.0	46.5	24.5	25.0	24.5			
Actuated g/C Ratio		0.59	0.58	0.31	0.31	0.31			
Clearance Time (s)		4.5	4.5	4.5	4.5	4.5			
Lane Grp Cap (vph)		2710	255	353	791	179			
v/s Ratio Prot				0.06	0.15				
v/s Ratio Perm		0.30	c0.46			c0.21			
v/c Ratio		0.52	0.79	0.21	0.47	0.69			
Uniform Delay, d1		9.8	12.9	20.6	22.2	24.4			
Progression Factor		1.00	1.00	0.75	0.75	0.77			
Incremental Delay, d2		0.7	21.3	1.3	1.8	17.8			
Delay (s)		10.5	34.2	16.8	18.5	36.6			
Level of Service		В	С	В	В	D			
Approach Delay (s)		13.6			23.4				
Approach LOS		В			С				
Intersection Summary									
HCM 2000 Control Delay			15.9	H	CM 2000	Level of Service	e	В	
HCM 2000 Volume to Capacity	ratio		0.75	.,		2.2. 3. 30. 710	·		
Actuated Cycle Length (s)			80.0	Sı	um of lost	t time (s)		8.5	
Intersection Capacity Utilization	1		49.6%			of Service		Α	
Analysis Period (min)			15	10	3 20701 (**	
c Critical Lane Group									

	₩	\mathbf{x}	À	~	*	₹	7	×	~	Ĺ	×	*
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		ተተኈ									414	
Traffic Volume (vph)	0	210	40	0	0	0	0	0	0	180	366	0
Future Volume (vph)	0	210	40	0	0	0	0	0	0	180	366	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	10	11	12	12	12	12	12	12	12	10	12
Total Lost time (s)		4.5									4.5	
Lane Util. Factor		0.91									0.91	
Frpb, ped/bikes		0.94									1.00	
Flpb, ped/bikes		1.00									0.92	
Frt		0.98									1.00	
Flt Protected		1.00									0.98	
Satd. Flow (prot)		3580									3536	
Flt Permitted		1.00									0.98	
Satd. Flow (perm)		3580									3536	
Peak-hour factor, PHF	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Adj. Flow (vph)	0	276	53	0	0	0	0	0	0	237	482	0
RTOR Reduction (vph)	0	33	0	0	0	0	0	0	0	0	28	0
Lane Group Flow (vph)	0	296	0	0	0	0	0	0	0	0	691	0
Confl. Peds. (#/hr)	248		385	385		248	363		139	139		363
Confl. Bikes (#/hr)			37			1			1			34
Parking (#/hr)	16	16	16							16	16	16
Turn Type		NA								Perm	NA	
Protected Phases		1									2	
Permitted Phases										2		
Actuated Green, G (s)		28.5									42.5	
Effective Green, g (s)		28.5									42.5	
Actuated g/C Ratio		0.36									0.53	
Clearance Time (s)		4.5									4.5	
Lane Grp Cap (vph)		1275									1878	
v/s Ratio Prot		c0.08										
v/s Ratio Perm											0.20	
v/c Ratio		0.23									0.37	
Uniform Delay, d1		18.1									10.9	
Progression Factor		0.61									0.52	
Incremental Delay, d2		0.4									0.5	
Delay (s)		11.5									6.2	
Level of Service		В									Α	
Approach Delay (s)		11.5			0.0			0.0			6.2	
Approach LOS		В			Α			Α			Α	
Intersection Summary												
HCM 2000 Control Delay			7.9	Н	CM 2000	Level of	Service		А			
HCM 2000 Volume to Capacity	ratio		0.31		J 2000	2010.0.	00.1.00		, ,			
Actuated Cycle Length (s)			80.0	S	um of lost	time (s)			9.0			
Intersection Capacity Utilization	1		38.6%		CU Level o		·		Α			
Analysis Period (min)			15									
c Critical Lane Group												

	₩	\mathbf{x}	Ž	F	*	₹	7	×	~	Ĺ	×	*
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑ ↑		ሻ	^					ሻ	^	7
Traffic Volume (vph)	0	827	46	57	378	0	0	0	0	158	471	35
Future Volume (vph)	0	827	46	57	378	0	0	0	0	158	471	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	10	10	10	12	12	12	10	10	10
Total Lost time (s)		4.0		4.0	4.0					4.0	4.0	4.5
Lane Util. Factor		0.95		1.00	0.95					1.00	0.95	1.00
Frpb, ped/bikes		0.98		1.00	1.00					1.00	1.00	0.74
Flpb, ped/bikes		1.00		1.00	1.00					0.82	1.00	1.00
Frt		0.99		1.00	1.00					1.00	1.00	0.85
Flt Protected		1.00		0.95	1.00					0.95	1.00	1.00
Satd. Flow (prot)		2709		1242	2686					971	2628	784
Flt Permitted		1.00		0.95	1.00					0.95	1.00	1.00
Satd. Flow (perm)		2709		1242	2686					971	2628	784
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	0	985	55	68	450	0	0	0	0	188	561	42
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	0	29
Lane Group Flow (vph)	0	1036	0	68	450	0	0	0	0	188	561	13
Confl. Peds. (#/hr)	107		301	301		107				90		120
Confl. Bikes (#/hr)			11			6			3			30
Parking (#/hr)	8	8	8	8	8	8				16	16	16
Turn Type		NA		Prot	NA					Perm	NA	Perm
Protected Phases		2		1	12						3	
Permitted Phases										3		3
Actuated Green, G (s)		46.5		9.5	60.5					30.5	30.5	30.5
Effective Green, g (s)		47.0		10.0	61.0					31.0	31.0	30.5
Actuated g/C Ratio		0.47		0.10	0.61					0.31	0.31	0.30
Clearance Time (s)		4.5		4.5						4.5	4.5	4.5
Lane Grp Cap (vph)		1273		124	1638					301	814	239
v/s Ratio Prot		c0.38		c0.05	0.17						c0.21	
v/s Ratio Perm										0.19		0.02
v/c Ratio		0.81		0.55	0.27					0.62	0.69	0.05
Uniform Delay, d1		22.7		42.8	9.1					29.5	30.3	24.6
Progression Factor		0.79		1.00	1.00					1.00	1.00	1.00
Incremental Delay, d2		5.3		16.3	0.4					9.4	4.7	0.4
Delay (s)		23.3		59.2	9.6					38.9	35.0	25.0
Level of Service		С		E	Α					D	D	С
Approach Delay (s)		23.3			16.1			0.0			35.4	
Approach LOS		С			В			А			D	
Intersection Summary												
HCM 2000 Control Delay			25.8	H	CM 2000	Level of S	Service		С			
HCM 2000 Volume to Capacity	ratio		0.74									
Actuated Cycle Length (s)			100.0	Sı	um of lost	time (s)			12.0			
Intersection Capacity Utilization	1		67.5%	IC	U Level o	of Service			С			
Analysis Period (min)			15									
c Critical Lane Group												

	₩	×	Ž	F	×	₹	ን	×	~	Ĺ	×	*
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		4₽			↑ ↑			ፈተኩ				•
Traffic Volume (vph)	86	222	0	0	164	86	29	414	42	0	0	0
Future Volume (vph)	86	222	0	0	164	86	29	414	42	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	9	9	9	9	9	10	10	10	10	10	10
Grade (%)		0%			0%			-5%			5%	
Total Lost time (s)		3.5			3.5			3.5				
Lane Util. Factor		0.95			0.95			0.91				
Frpb, ped/bikes		1.00			0.88			0.97				
Flpb, ped/bikes		0.93			1.00			0.98				
Frt		1.00			0.95			0.99				
Flt Protected		0.99			1.00			1.00				
Satd. Flow (prot)		2386			2159			3711				
Flt Permitted		0.80			1.00			1.00				
Satd. Flow (perm)		1936			2159			3711				
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	91	236	0	0	174	91	31	440	45	0	0	0
RTOR Reduction (vph)	0	0	0	0	3	0	0	14	0	0	0	0
Lane Group Flow (vph)	0	327	0	0	262	0	0	502	0	0	0	0
Confl. Peds. (#/hr)	298	02,	525	525	202	298	576	002	477	477		576
Confl. Bikes (#/hr)	270		1	020		27	070		11	.,,		32
Parking (#/hr)		8	8		8	8	16	16	16			02
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases	1 CIIII	1			1		I CIIII	2				
Permitted Phases	1	•					2					
Actuated Green, G (s)	'	40.5			40.5		2	30.5				
Effective Green, g (s)		41.5			41.5			31.5				
Actuated g/C Ratio		0.52			0.52			0.39				
Clearance Time (s)		4.5			4.5			4.5				
Lane Grp Cap (vph)		1004			1119			1461				
v/s Ratio Prot		1004			0.12			1401				
v/s Ratio Prot v/s Ratio Perm		c0.17			0.12			0.14				
v/c Ratio		0.33			0.23			0.14				
Uniform Delay, d1		11.1			10.5			17.0				
Progression Factor Incremental Delay, d2		1.00			0.33			1.00 0.6				
•		12.0			4.0			17.6				
Delay (s) Level of Service		12.0 B			4.0 A			17.0 B				
Approach Delay (s)		12.0			4.0			17.6			0.0	
Approach LOS					4.0 A						0.0 A	
Approach LOS		В			А			В			А	
Intersection Summary												
HCM 2000 Control Delay			12.7	Н	CM 2000	Level of	Service		В			
HCM 2000 Volume to Capacity	y ratio		0.33									
Actuated Cycle Length (s)			80.0		um of lost				7.0			
Intersection Capacity Utilizatio	n		47.5%	IC	CU Level	of Service)		Α			
Analysis Period (min)			15									
c Critical Lane Group												

	¥	×	Ž	~	×	₹	ን	×	~	Ĺ	×	*
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		414						ተተኈ				
Traffic Volume (vph)	132	777	0	0	0	0	0	408	86	0	0	0
Future Volume (vph)	132	777	0	0	0	0	0	408	86	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Grade (%)		0%			0%			-5%			5%	
Total Lost time (s)		4.5						4.5				
Lane Util. Factor		0.91						0.91				
Frpb, ped/bikes		1.00						0.95				
Flpb, ped/bikes		0.95						1.00				
Frt		1.00						0.97				
Flt Protected		0.99						1.00				
Satd. Flow (prot)		3695						3699				
Flt Permitted		0.99						1.00				
Satd. Flow (perm)		3695						3699				
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	155	914	0	0	0	0	0	480	101	0	0	0
RTOR Reduction (vph)	0	19	0	0	0	0	0	41	0	0	0	0
Lane Group Flow (vph)	0	1050	0	0	0	0	0	540	0	0	0	0
Confl. Peds. (#/hr)	221	.000	86	86		221	161	0.0	208	208		161
Confl. Bikes (#/hr)			51			3	, , ,		10			2
Parking (#/hr)	16	16	16				16	16	16			_
Turn Type	Perm	NA						NA				
Protected Phases	1 01111	1						2				
Permitted Phases	1	•						_				
Actuated Green, G (s)	•	44.5						26.5				
Effective Green, g (s)		44.5						26.5				
Actuated g/C Ratio		0.56						0.33				
Clearance Time (s)		4.5						4.5				
Lane Grp Cap (vph)		2055						1225				
v/s Ratio Prot		2000						c0.15				
v/s Ratio Perm		0.28						60.15				
v/c Ratio		0.51						0.44				
Uniform Delay, d1		11.0						20.9				
Progression Factor		1.00						0.58				
Incremental Delay, d2		0.9						1.0				
Delay (s)		11.9						13.1				
Level of Service		В						В				
Approach Delay (s)		11.9			0.0			13.1			0.0	
Approach LOS		В			Α			В			Α	
••					,,						71	
Intersection Summary												
HCM 2000 Control Delay			12.3	Н	CM 2000	Level of S	Service		В			
HCM 2000 Volume to Capaci	ty ratio		0.48									
Actuated Cycle Length (s)			80.0		um of lost				9.0			
Intersection Capacity Utilization	on		44.3%	IC	CU Level	of Service			А			
Analysis Period (min)			15									
c Critical Lane Group												

	ኘ	†	ſ*	Ļ	†	*J	•	*	>	•	×	<u> </u>
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		^		,	4			ħβ				77
Traffic Volume (vph)	0	435	0	320	94	0	0	425	4	0	0	490
Future Volume (vph)	0	435	0	320	94	0	0	425	4	0	0	490
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	11	11	12	12	11	12	12	12	11
Total Lost time (s)		4.0		4.0	4.0			4.0				4.0
Lane Util. Factor		0.95		0.95	0.95			0.95				0.88
Frpb, ped/bikes		1.00		1.00	1.00			1.00				0.95
Flpb, ped/bikes		1.00		1.00	1.00			1.00				1.00
Frt		1.00		1.00	1.00			1.00				0.85
Flt Protected		1.00		0.95	0.97			1.00				1.00
Satd. Flow (prot)		2991		1421	1456			2765				2239
Flt Permitted		1.00		0.95	0.97			1.00				1.00
Satd. Flow (perm)		2991		1421	1456			2765				2239
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	494	0	364	107	0	0	483	5	0	0	557
RTOR Reduction (vph)	0	0	0	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	494	0	233	238	0	0	487	0	0	0	557
Confl. Peds. (#/hr)			92			207			201			92
Confl. Bikes (#/hr)			9			1			8			9
Parking (#/hr)								8	8			
Turn Type		NA		Split	NA			NA				pt+ov
Protected Phases		3		1	1			2				12
Permitted Phases												2 3
Actuated Green, G (s)		20.6		38.4	38.4			26.0				90.0
Effective Green, g (s)		21.6		39.4	39.4			27.0				92.0
Actuated g/C Ratio		0.22		0.39	0.39			0.27				0.92
Clearance Time (s)		5.0		5.0	5.0			5.0				
Vehicle Extension (s)		3.0		3.0	3.0			3.0				
Lane Grp Cap (vph)		646		559	573			746				2239
v/s Ratio Prot		c0.17		c0.16	0.16			c0.18				0.18
v/s Ratio Perm												0.07
v/c Ratio		0.76		0.42	0.42			0.65				0.25
Uniform Delay, d1		36.8		22.0	22.0			32.4				0.4
Progression Factor		1.00		1.95	1.95			1.00				1.89
Incremental Delay, d2		5.4		1.9	1.8			4.4				0.1
Delay (s)		42.2		44.6	44.6			36.8				0.8
Level of Service		D		D	D			D				Α
Approach Delay (s)		42.2			44.6			36.8			0.8	
Approach LOS		D			D			D			Α	
Intersection Summary												
HCM 2000 Control Delay			30.0	Н	CM 2000	Level of S	Service		С			
HCM 2000 Volume to Capacity	ratio		0.57		0 2000	2010.0.	00.1.00		<u> </u>			
Actuated Cycle Length (s)			100.0	Sı	um of lost	time (s)			12.0			
Intersection Capacity Utilization			59.3%			of Service			В			
Analysis Period (min)			15		2 23.31							
c Critical Lane Group												

	M	ኘ	†	ţ	لِر	> J	•	>	Ž	₩.	~	*
Movement	NBL2	NBL	NBT	SBT	SBR	SBR2	SEL2	SER	SER2	NWL2	NWL	NWT
Lane Configurations			4₽	∱ ∱			ň	Ž.				414
Traffic Volume (vph)	12	5	182	136	58	18	7	31	17	24	112	191
Future Volume (vph)	12	5	182	136	58	18	7	31	17	24	112	191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	9	10	12	12	12	11	12	12	12	9
Total Lost time (s)			4.5	4.5			8.5	4.5				4.5
Lane Util. Factor			0.95	0.95			1.00	1.00				0.95
Frpb, ped/bikes			1.00	0.87			1.00	0.49				0.96
Flpb, ped/bikes			0.98	1.00			0.95	1.00				0.86
Frt			1.00	0.95			1.00	0.85				0.95
Flt Protected			1.00	1.00			0.95	1.00				0.99
Satd. Flow (prot)			2523	2209			1263	559				1970
Flt Permitted			0.91	1.00			0.39	1.00				0.99
Satd. Flow (perm)			2314	2209			524	559				1970
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	12	5	188	140	60	19	7	32	18	25	115	197
RTOR Reduction (vph)	0	0	0	9	0	0	0	31	0	0	0	0
Lane Group Flow (vph)	0	0	205	210	0	0	7	19	0	0	0	506
Confl. Peds. (#/hr)	167	174	200		167	174	123	230	167	230	167	
Parking (#/hr)		8	8	8	8		8	8		200	16	16
Turn Type	Perm	Perm	NA	NA			D.Pm	Perm		Perm	Perm	NA
Protected Phases	T CITII	T CITII	1	1			D.I III	1 Cilli		T CITII	1 Citii	2
Permitted Phases	1	1					2	2		2	2	۷
Actuated Green, G (s)	·		14.5	14.5			26.5	26.5				26.5
Effective Green, g (s)			17.5	17.5			26.5	30.5				30.5
Actuated g/C Ratio			0.22	0.22			0.33	0.38				0.38
Clearance Time (s)			7.5	7.5			8.5	8.5				8.5
Lane Grp Cap (vph)			506	483			173	213				751
v/s Ratio Prot			300	c0.10			173	213				731
v/s Ratio Perm			0.09	CO. 10			0.01	0.03				0.26
v/c Ratio			0.07	0.44			0.01	0.03				0.20
Uniform Delay, d1			26.8	27.0			18.1	15.9				20.6
Progression Factor			0.57	1.00			1.00	1.00				0.56
Incremental Delay, d2			2.3	2.8			0.4	0.8				4.6
Delay (s)			17.6	29.8			18.6	16.7				16.1
Level of Service			17.0 B	29.0 C			10.0 B	10.7 B				В
Approach Delay (s)			17.6	29.8			Ь	Ь				16.1
Approach LOS			17.0 B	29.0 C								В
Intersection Summary												
HCM 2000 Control Delay			19.5	H	CM 2000	Level of	Service		В			
HCM 2000 Volume to Capac	ity ratio		0.42									
Actuated Cycle Length (s)			80.0	Sı	um of los	t time (s)			13.5			
Intersection Capacity Utilizat	ion		62.2%			of Service	9		В			
Analysis Period (min)			15									
c Critical Lane Group												



	`	
Movement	NWR	SWT
Lane Configurations		4
Traffic Volume (vph)	164	0
Future Volume (vph)	164	0
Ideal Flow (vphpl)	1900	1900
Lane Width	12	12
Total Lost time (s)		
Lane Util. Factor		
Frpb, ped/bikes		
Flpb, ped/bikes		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
	0.97	0.07
Peak-hour factor, PHF		0.97
Adj. Flow (vph)	169	0
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	0	0
Confl. Peds. (#/hr)	123	
Parking (#/hr)	16	
Turn Type		
Protected Phases		3
Permitted Phases		
Actuated Green, G (s)		
Effective Green, g (s)		
Actuated g/C Ratio		
Clearance Time (s)		
Lane Grp Cap (vph)		
v/s Ratio Prot		
v/s Ratio Perm		
v/c Ratio		
Uniform Delay, d1		
Progression Factor		
Incremental Delay, d2		
Delay (s)		
Level of Service		
Approach Delay (s)		0.0
Approach LOS		Α
• •		
Intersection Summary		

	۶	→	•	√	←	•	•	†	~	>		✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑ ↑			↑ ↑			€1 }		7	ħβ	
Traffic Volume (veh/h)	0	909	27	0	709	97	56	373	89	131	189	45
Future Volume (veh/h)	0	909	27	0	709	97	56	373	89	131	189	45
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.87	1.00		0.81	0.85		0.77	1.00		0.83
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88
Adj Sat Flow, veh/h/ln	0	1629	1710	0	1629	1710	1710	1629	1710	1629	1629	1710
Adj Flow Rate, veh/h	0	977	29	0	762	104	60	401	96	141	203	48
Adj No. of Lanes	0	2	0	0	2	0	0	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	5	5	0	5	5	5	5	5	5	5	5
Cap, veh/h	0	1457	43	0	1265	172	112	634	147	321	998	223
Arrive On Green	0.00	0.48	0.47	0.00	0.32	0.32	0.43	0.43	0.42	0.08	0.44	0.44
Sat Flow, veh/h	0	3134	91	0	2731	361	215	1983	461	1551	2256	503
Grp Volume(v), veh/h	0	495	511	0	445	421	300	0	257	141	135	116
Grp Sat Flow(s),veh/h/ln	0	1547	1596	0	1547	1463	1423	0	1235	1551	1547	1212
Q Serve(g_s), s	0.0	24.6	24.6	0.0	24.2	24.3	9.1	0.0	16.6	5.8	5.3	5.9
Cycle Q Clear(g_c), s	0.0	24.6	24.6	0.0	24.2	24.3	15.9	0.0	16.6	5.8	5.3	5.9
Prop In Lane	0.00		0.06	0.00		0.25	0.20	_	0.37	1.00		0.42
Lane Grp Cap(c), veh/h	0	739	762	0	739	699	499	0	395	321	685	536
V/C Ratio(X)	0.00	0.67	0.67	0.00	0.60	0.60	0.60	0.00	0.65	0.44	0.20	0.22
Avail Cap(c_a), veh/h	0	739	762	0	739	699	499	0	395	379	743	582
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.67	0.67	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.73	0.73	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	20.1	20.1	0.0	26.0	26.1	23.8	0.0	24.4	20.4	17.0	17.2
Incr Delay (d2), s/veh	0.0	4.8	4.7	0.0	2.6	2.8	5.3	0.0	8.1	0.9	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.4	11.8 24.8	0.0	10.9 28.7	10.4 28.9	7.2 29.1	0.0	6.5	2.5	2.3 17.2	2.0
LnGrp Delay(d),s/veh	0.0	24.9 C	24.8 C	0.0	28.7 C	28.9 C	29.1 C	0.0	32.5 C	21.4 C	17.2 B	17.4
LnGrp LOS			C			C	U	FF7	C	C		В
Approach Vol, veh/h		1006			866			557 30.6			392	
Approach Delay, s/veh Approach LOS		24.8 C			28.8 C			30.6 C			18.8 B	
• •											D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.3	36.0		51.7		48.3		51.7				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	11.5	31.5		43.5		47.5		43.5				
Max Q Clear Time (g_c+l1), s	7.8	18.6		26.6		7.9		26.3				
Green Ext Time (p_c), s	0.1	3.1		8.3		4.0		8.4				
Intersection Summary												
HCM 2010 Ctrl Delay			26.3									
HCM 2010 LOS			С									

	۶	→	•	•	←	•	1	†	/	/	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			414			414	
Traffic Volume (veh/h)	29	118	54	31	149	89	20	364	52	29	345	14
Future Volume (veh/h)	29	118	54	31	149	89	20	364	52	29	345	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.85		0.61	0.79		0.61	0.90		0.80	0.95		0.81
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Adj Sat Flow, veh/h/ln	1710	1676	1710	1710	1676	1710	1710	1676	1710	1710	1676	1710
Adj Flow Rate, veh/h	30	122	56	32	154	92	21	375	54	30	356	14
Adj No. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	220	91	72	196	108	94	1439	200	142	1550	60
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.61	0.61	0.60	1.00	1.00	1.00
Sat Flow, veh/h	96	749	311	76	666	367	75	2374	331	150	2557	100
Grp Volume(v), veh/h	208	0	0	278	0	0	257	0	193	219	0	181
Grp Sat Flow(s),veh/h/ln	1156	0	0	1109	0	0	1598	0	1182	1517	0	1290
Q Serve(g_s), s	0.0	0.0	0.0	6.3	0.0	0.0	0.0	0.0	6.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	12.1	0.0	0.0	18.4	0.0	0.0	5.7	0.0	6.2	0.0	0.0	0.0
Prop In Lane	0.14		0.27	0.12		0.33	0.08		0.28	0.14		0.08
Lane Grp Cap(c), veh/h	391	0	0	376	0	0	1017	0	717	971	0	782
V/C Ratio(X)	0.53	0.00	0.00	0.74	0.00	0.00	0.25	0.00	0.27	0.23	0.00	0.23
Avail Cap(c_a), veh/h	490	0	0	473	0	0	1017	0	717	971	0	782
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.97	0.00	0.97
Uniform Delay (d), s/veh	24.3	0.0	0.0	26.4	0.0	0.0	7.3	0.0	7.5	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	0.0	4.6	0.0	0.0	0.6	0.0	0.9	0.5	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	0.0	6.2	0.0	0.0	2.8	0.0	2.2	0.1	0.0	0.1
LnGrp Delay(d),s/veh	25.4	0.0	0.0	31.1	0.0	0.0	7.9	0.0	8.4	0.5	0.0	0.7
LnGrp LOS	С			С			Α		Α	Α		A
Approach Vol, veh/h		208			278			450			400	
Approach Delay, s/veh		25.4			31.1			8.1			0.6	
Approach LOS		С			С			А			А	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		52.5		27.5		52.5		27.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		40.5		30.5		40.5		30.5				
Max Q Clear Time (g_c+I1), s		8.2		14.1		2.0		20.4				
Green Ext Time (p_c), s		3.9		2.4		3.9		1.9				
Intersection Summary												
HCM 2010 Ctrl Delay			13.3									
HCM 2010 LOS			В									

	۶	→	•	√	←	•	•	†	<i>></i>	>		✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			€ 1₽			सीके	
Traffic Volume (veh/h)	40	159	48	54	108	48	6	428	43	40	260	24
Future Volume (veh/h)	40	159	48	54	108	48	6	428	43	40	260	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.92		0.67	0.93		0.66	0.92		0.84	0.94		0.84
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Adj Sat Flow, veh/h/ln	1710	1676	1710	1710	1676	1710	1710	1676	1710	1710	1676	1710
Adj Flow Rate, veh/h	47	185	56	63	126	56	7	498	50	47	302	28
Adj No. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	89	236	66	110	174	68	52	1633	161	217	1321	124
Arrive On Green	0.28	0.28	0.27	0.28	0.28	0.27	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	132	844	236	193	625	242	9	2631	259	261	2128	199
Grp Volume(v), veh/h	288	0	0	245	0	0	318	0	237	201	0	176
Grp Sat Flow(s),veh/h/ln	1211	0	0	1060	0	0	1668	0	1232	1333	0	1255
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	17.8	0.0	0.0	17.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.16		0.19	0.26		0.23	0.02		0.21	0.23		0.16
Lane Grp Cap(c), veh/h	391	0	0	352	0	0	1081	0	765	883	0	779
V/C Ratio(X)	0.74	0.00	0.00	0.70	0.00	0.00	0.29	0.00	0.31	0.23	0.00	0.23
Avail Cap(c_a), veh/h	531	0	0	481	0	0	1081	0	765	883	0	779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.97	0.00	0.97	0.99	0.00	0.99
Uniform Delay (d), s/veh	27.1	0.0	0.0	26.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	3.5	0.0	0.0	2.6	0.0	0.0	0.7	0.0	1.0	0.6	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	0.0	0.0	5.3	0.0	0.0	0.2 0.7	0.0	0.2	0.1	0.0	0.1
LnGrp Delay(d),s/veh	30.6 C	0.0	0.0	29.3 C	0.0	0.0	0.7 A	0.0	1.0	0.6	0.0	0.7
LnGrp LOS	C	200		C	245		A	ГГГ	A	A	277	<u>A</u>
Approach Vol, veh/h		288			245			555			377	
Approach LOS		30.6 C			29.3 C			0.8 A			0.6 A	
Approach LOS											А	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		53.7		26.3		53.7		26.3				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		39.5		31.5		39.5		31.5				
Max Q Clear Time (g_c+I1), s		2.0		19.8		2.0		19.4				
Green Ext Time (p_c), s		4.4		2.1		4.4		2.1				
Intersection Summary												
HCM 2010 Ctrl Delay			11.4									
HCM 2010 LOS			В									

	۶	→	•	•	←	•	•	†	/	/	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		*	↑ ↑		*	↑ ↑	
Traffic Volume (vph)	23	118	21	53	73	71	33	433	29	31	193	24
Future Volume (vph)	23	118	21	53	73	71	33	433	29	31	193	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.96			0.87		1.00	0.97		1.00	0.94	
Flpb, ped/bikes		0.97			0.94		0.62	1.00		0.81	1.00	
Frt		0.98			0.95		1.00	0.99		1.00	0.98	
Flt Protected		0.99			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1332			1128		859	2876		1133	2754	
Flt Permitted		0.94			0.87		0.60	1.00		0.44	1.00	
Satd. Flow (perm)		1265			999		538	2876		523	2754	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	27	137	24	62	85	83	38	503	34	36	224	28
RTOR Reduction (vph)	0	8	0	0	31	0	0	4	0	0	9	0
Lane Group Flow (vph)	0	180	0	0	199	0	38	533	0	36	243	0
Confl. Peds. (#/hr)	418		322	322		418	235		136	136		235
Confl. Bikes (#/hr)			8			35			19			15
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Parking (#/hr)	5	5	5	5	5	5	5	5	5	5	5	5
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			6	
Permitted Phases	4			4			2			6		
Actuated Green, G (s)		21.0			21.0		50.0	50.0		50.0	50.0	
Effective Green, g (s)		21.5			21.5		50.5	50.5		50.5	50.5	
Actuated g/C Ratio		0.27			0.27		0.63	0.63		0.63	0.63	
Clearance Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		339			268		339	1815		330	1738	
v/s Ratio Prot								c0.19			0.09	
v/s Ratio Perm		0.14			c0.20		0.07			0.07		
v/c Ratio		0.53			0.74		0.11	0.29		0.11	0.14	
Uniform Delay, d1		24.9			26.7		5.9	6.7		5.8	6.0	
Progression Factor		1.00			1.00		0.84	0.78		1.15	1.19	
Incremental Delay, d2		1.6			10.6		0.6	0.4		0.6	0.2	
Delay (s)		26.5			37.4		5.6	5.6		7.3	7.3	
Level of Service		С			D		А	А		А	Α	
Approach Delay (s)		26.5			37.4			5.6			7.3	
Approach LOS		С			D			А			Α	
Intersection Summary												
HCM 2000 Control Delay			14.7	H	CM 2000	Level of S	Service		В			
HCM 2000 Volume to Capacit	ty ratio		0.43									
Actuated Cycle Length (s)	,		80.0	Sı	um of lost	time (s)			8.0			
Intersection Capacity Utilization	on		55.5%			of Service			В			
Analysis Period (min)			15		,							
c Critical Lane Group												

	۶	→	•	•	←	•	•	†	~	>	ļ	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ተተ _ጉ		ሻ	ተተ _ጉ		ሻ	∱ }		ሻ	∱ }	,
Traffic Volume (veh/h)	34	1051	10	98	1063	259	49	342	122	98	155	22
Future Volume (veh/h)	34	1051	10	98	1063	259	49	342	122	98	155	22
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		0.90	1.00		0.68	1.00		0.72
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Adj Sat Flow, veh/h/ln	1676	1676	1710	1676	1676	1710	1676	1676	1710	1676	1676	1710
Adj Flow Rate, veh/h	38	1168	11	109	1181	288	54	380	136	109	172	24
Adj No. of Lanes	1	3	0	1	3	0	1	2	0	1	2	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	160	2120	20	160	1627	397	120	435	146	160	629	83
Arrive On Green	0.10	0.47	0.47	0.07	0.32	0.32	0.15	0.45	0.44	0.03	0.08	0.08
Sat Flow, veh/h	1597	4463	42	1597	3424	835	1597	1931	650	1597	2517	331
Grp Volume(v), veh/h	38	798	381	109	1052	417	54	309	207	109	105	91
Grp Sat Flow(s),veh/h/ln	1597	1526	1454	1597	1526	1208	1597	1593	989	1597	1593	1255
Q Serve(g_s), s	3.5	29.8	29.8	10.7	48.9	49.0	4.9	27.9	31.7	10.8	9.9	10.9
Cycle Q Clear(g_c), s	3.5	29.8	29.8	10.7	48.9	49.0	4.9	27.9	31.7	10.8	9.9	10.9
Prop In Lane	1.00	4.440	0.03	1.00	4.440	0.69	1.00	050	0.66	1.00	000	0.26
Lane Grp Cap(c), veh/h	160	1449	691	160	1449	574	120	358	222	160	398	314
V/C Ratio(X)	0.24	0.55	0.55	0.68	0.73	0.73	0.45	0.86	0.93	0.68	0.26	0.29
Avail Cap(c_a), veh/h	160	1449	691	160	1449	574	120	358	222	160	398	314
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.4 3.5	29.9	29.9 3.2	72.2	45.3	45.4	65.0	41.8	43.1	74.8	59.6	60.1
Incr Delay (d2), s/veh	0.0	1.5 0.0	0.0	21.1	3.2 0.0	7.8 0.0	11.8 0.0	23.0	44.5 0.0	21.1	1.6 0.0	2.3
Initial Q Delay(d3),s/veh %ile BackOfQ(50%),veh/ln	1.7	12.8	12.6	5.7	21.3	17.6	2.6	14.5	11.3	5.7	4.5	4.0
LnGrp Delay(d),s/veh	69.9	31.4	33.0	93.3	48.5	53.2	76.8	64.8	87.6	96.0	61.2	62.4
LnGrp LOS	09.9 E	31.4 C	33.0 C	73.3 F	40.5 D	55.2 D	70.0 E	04.0 E	67.0 F	70.0 F	01.2 E	02.4 E
Approach Vol, veh/h		1217		<u> </u>	1578	<u> </u>	<u>L</u>	570	<u> </u>	<u> </u>	305	<u>_</u>
Approach Delay, s/veh		33.1			52.9			74.2			74.0	
Approach LOS		33.1 C			J2.7 D			74.Z E			74.0 E	
• •											L	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	40.0	20.0	80.0	16.0	44.0	20.0	80.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	15.5	35.5	15.5	75.5	11.5	39.5	15.5	75.5				
Max Q Clear Time (g_c+l1), s	12.8	33.7	12.7	31.8	6.9	12.9	5.5	51.0				
Green Ext Time (p_c), s	0.1	0.7	2.0	6.5	0.0	3.4	0.0	9.1				
Intersection Summary												
HCM 2010 Ctrl Delay			51.4									
HCM 2010 LOS			D									

	→	•	•	←	4	•	†	7	/	↓	4	√
Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL
Lane Configurations	1>			र्स	7	ሻ	∱ ∱		*	ħβ		ች
Traffic Volume (vph)	2	2	26	153	381	22	518	75	378	206	1	8
Future Volume (vph)	2	2	26	153	381	22	518	75	378	206	1	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	11	12	11	11	12	12	12	12	12
Total Lost time (s)	5.0			6.0	7.0	4.0	6.0		5.0	4.0		4.0
Lane Util. Factor	1.00			1.00	1.00	1.00	0.95		1.00	0.95		1.00
Frpb, ped/bikes	0.99			1.00	0.81	1.00	0.99		1.00	1.00		1.00
Flpb, ped/bikes	1.00			1.00	1.00	0.89	1.00		1.00	1.00		1.00
Frt	0.93			1.00	0.85	1.00	0.98		1.00	1.00		1.00
Flt Protected	1.00			0.99	1.00	0.95	1.00		0.95	1.00		0.95
Satd. Flow (prot)	1304			1406	1009	1372	2801		1586	2980		1593
Flt Permitted	1.00			0.96	1.00	0.62	1.00		0.33	1.00		0.95
Satd. Flow (perm)	1304			1355	1009	893	2801		559	2980		1593
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	2	2	27	158	393	23	534	77	390	212	1	8
RTOR Reduction (vph)	2	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	2	0	0	185	393	23	611	0	390	213	0	8
Confl. Peds. (#/hr)		3	3		94	55		13	13		55	
Confl. Bikes (#/hr)		8			35			15			9	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Parking (#/hr)	5	5		5	5		5			5	5	
Turn Type	NA		Perm	NA	custom	pm+pt	NA		pm+pt	NA		Prot
Protected Phases	4			8		5	2		1	6		9
Permitted Phases			8		1	2			6			
Actuated Green, G (s)	30.1			29.1	31.5	81.3	77.3		115.3	106.8		1.1
Effective Green, g (s)	29.6			28.6	30.0	82.3	76.8		115.8	107.3		1.6
Actuated g/C Ratio	0.19			0.18	0.19	0.51	0.48		0.72	0.67		0.01
Clearance Time (s)	4.5			5.5	5.5	4.5	5.5		5.5	4.5		4.5
Vehicle Extension (s)	3.0			3.0	3.0	3.0	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	241			242	189	472	1344		609	1998		15
v/s Ratio Prot	0.00					0.00	0.22		0.13	0.07		c0.01
v/s Ratio Perm				c0.14	c0.39	0.02			c0.33			
v/c Ratio	0.01			0.76	2.08	0.05	0.45		0.64	0.11		0.53
Uniform Delay, d1	53.2			62.5	65.0	19.2	27.7		10.1	9.3		78.8
Progression Factor	1.00			1.16	0.91	0.71	0.72		1.00	1.00		1.00
Incremental Delay, d2	0.1			9.7	493.6	0.0	0.6		2.3	0.0		31.9
Delay (s)	53.3			82.4	552.8	13.6	20.5		12.5	9.4		110.7
Level of Service	D			F	F	В	C		В	Α		F
Approach Delay (s) Approach LOS	53.3 D			402.2 F			20.2 C			11.4 B		110.7 F
	U			Г			C			ь		Г
Intersection Summary			120 /		ICM 2000	l ovel of t	Convice		Г			
HCM 2000 Control Delay	olbu rolla		138.6	<u> </u>	101VI 2000	Level of S	Service		F			
HCM 2000 Volume to Capa	city fall0		0.99		ium of la	t time (-)			21.0			
Actuated Cycle Length (s)	tion		160.0		Sum of los				21.0			
Intersection Capacity Utiliza	IIIUII		79.5%		CO Level	of Service			D			
Analysis Period (min) c Critical Lane Group			15									
Chilical Larie Group												

	→	←	•	†	/	/	ļ	لر	*	
Movement	EBT	WBT	WBR	NBT	NBR	SBL	SBT	SBR	NEL	
Lane Configurations	^ ^	ተተኈ		î,			4		*	
Traffic Volume (vph)	1271	1420	11	89	233	125	0	6	8	
Future Volume (vph)	1271	1420	11	89	233	125	0	6	8	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	11	11	12	12	12	12	12	12	12	
Total Lost time (s)	4.0	4.0		4.0			4.5		8.5	
Lane Util. Factor	0.91	0.91		1.00			1.00		1.00	
Frpb, ped/bikes	1.00	1.00		0.82			1.00		1.00	
Flpb, ped/bikes	1.00	1.00		1.00			1.00		1.00	
Frt	1.00	1.00		0.90			0.99		1.00	
Flt Protected	1.00	1.00		1.00			0.95		0.95	
Satd. Flow (prot)	4240	4230		1082			1590		1593	
Flt Permitted	1.00	1.00		1.00			0.24		0.95	
Satd. Flow (perm)	4240	4230		1082			392		1593	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	
Adj. Flow (vph)	1495	1671	13	105	274	147	0	7	9	
RTOR Reduction (vph)	0	0	0	53	0	0	0	0	0	
Lane Group Flow (vph)	1495	1684	0	326	0	0	154	0	9	
Confl. Peds. (#/hr)			27		150					
Confl. Bikes (#/hr)			5		13					
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	
Parking (#/hr)	5	5	5	5	5					
Turn Type	NA	NA		NA		Perm	NA		Prot	
Protected Phases	4	4		2			2		1	
Permitted Phases						2				
Actuated Green, G (s)	92.3	92.3		48.3			48.3		1.4	
Effective Green, g (s)	92.8	92.8		48.8			48.3		1.9	
Actuated g/C Ratio	0.58	0.58		0.30			0.30		0.01	
Clearance Time (s)	4.5	4.5		4.5			4.5		9.0	
Vehicle Extension (s)	3.0	3.0		3.0			3.0		3.0	
Lane Grp Cap (vph)	2459	2453		330			118		18	
v/s Ratio Prot	0.35	c0.40		0.30					c0.01	
v/s Ratio Perm							c0.39			
v/c Ratio	0.61	0.69		0.99			1.31		0.50	
Uniform Delay, d1	21.8	23.4		55.3			55.9		78.6	
Progression Factor	1.06	0.35		1.00			1.01		1.00	
Incremental Delay, d2	0.9	1.4		45.9			176.2		20.2	
Delay (s)	24.1	9.5		101.2			232.6		98.8	
Level of Service	С	Α		F			F		F	
Approach Delay (s)	24.1	9.5		101.2			232.6		98.8	
Approach LOS	С	А		F			F		F	
Intersection Summary										
HCM 2000 Control Delay			34.1	H	CM 2000	Level of S	Service		С	
HCM 2000 Volume to Capacit	y ratio		0.89							
Actuated Cycle Length (s)			160.0		ım of lost				17.0	
Intersection Capacity Utilization	on		103.4%	IC	U Level o	of Service			G	
Analysis Period (min)			15							
c Critical Lane Group										

	۶	→	•	•	+	•	•	†	/	/	+	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ĵ»			ર્ન		Ĭ		7	*	ĵ»	
Traffic Volume (vph)	7	292	81	17	492	4	58	0	32	1	6	11
Future Volume (vph)	7	292	81	17	492	4	58	0	32	1	6	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	11	11	12	12	12	12	12	12	12
Total Lost time (s)		4.0			4.0		4.0		4.5	4.5	4.5	
Lane Util. Factor		1.00			1.00		1.00		1.00	1.00	1.00	
Frpb, ped/bikes		0.91			1.00		1.00		0.90	1.00	0.92	
Flpb, ped/bikes		1.00			1.00		0.88		1.00	0.93	1.00	
Frt		0.97			1.00		1.00		0.85	1.00	0.90	
Flt Protected		1.00			1.00		0.95		1.00	0.95	1.00	
Satd. Flow (prot)		1259			1405		1409		1122	1476	1213	
Flt Permitted		0.99			0.98		0.74		1.00	0.95	1.00	
Satd. Flow (perm)		1247			1380		1104		1122	1476	1213	
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	8	352	98	20	593	5	70	0	39	1	7	13
RTOR Reduction (vph)	0	12	0	0	1	0	0	0	22	0	7	0
Lane Group Flow (vph)	0	446	0	0	617	0	70	0	17	1	13	0
Confl. Peds. (#/hr)	94		141	141		94	84		52	52		84
Confl. Bikes (#/hr)			18			30			36			3
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Parking (#/hr)		5	5	5	5				5		5	5
Turn Type	Perm	NA		Perm	NA		Perm		Perm	Perm	NA	
Protected Phases		4			8						6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)		35.5			35.5		35.5		35.5	35.5	35.5	
Effective Green, g (s)		36.0			36.0		36.0		35.5	35.5	35.5	
Actuated g/C Ratio		0.45			0.45		0.45		0.44	0.44	0.44	
Clearance Time (s)		4.5			4.5		4.5		4.5	4.5	4.5	
Lane Grp Cap (vph)		561			621		496		497	654	538	
v/s Ratio Prot											0.01	
v/s Ratio Perm		0.36			c0.45		c0.06		0.02	0.00		
v/c Ratio		0.79			0.99		0.14		0.03	0.00	0.02	
Uniform Delay, d1		18.8			21.9		12.9		12.6	12.4	12.5	
Progression Factor		0.95			0.41		1.44		2.89	1.00	1.00	
Incremental Delay, d2		9.5			22.7		0.3		0.1	0.0	0.1	
Delay (s)		27.3			31.8		18.8		36.3	12.4	12.6	
Level of Service		С			С		В		D	В	В	
Approach Delay (s)		27.3			31.8			25.1			12.6	
Approach LOS		С			С			С			В	
Intersection Summary												
HCM 2000 Control Delay			29.1	H	CM 2000	Level of S	Service		С			
HCM 2000 Volume to Capac	city ratio		0.57									
Actuated Cycle Length (s)	,		80.0	Si	um of los	time (s)			8.5			
Intersection Capacity Utilizat	ion		60.3%			of Service	:		В			
Analysis Period (min)			15									
c Critical Lane Group												

	۶	→	•	√	←	•	•	†	<i>></i>	>		✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	J.	ħβ		7	↑ ↑		44	∱ }		7	↑ }	
Traffic Volume (veh/h)	98	740	3	64	516	68	314	455	156	98	347	64
Future Volume (veh/h)	98	740	3	64	516	68	314	455	156	98	347	64
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.82	1.00		0.80	1.00		0.77	1.00		0.71
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88
Adj Sat Flow, veh/h/ln	1629	1629	1710	1629	1629	1710	1629	1629	1710	1629	1629	1710
Adj Flow Rate, veh/h	104	787	3	68	549	72	334	484	166	104	369	68
Adj No. of Lanes	1	2	0	1	2	0	2	2	0	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	143	1299	5	99	1021	133	445	616	207	141	545	97
Arrive On Green	0.03	0.14	0.13	0.06	0.38	0.37	0.05	0.10	0.09	0.09	0.24	0.23
Sat Flow, veh/h	1551	3158	12	1551	2668	347	3009	2094	705	1551	2297	407
Grp Volume(v), veh/h	104	385	405	68	317	304	334	355	295	104	244	193
Grp Sat Flow(s), veh/h/ln	1551	1547	1623	1551	1547	1468	1504	1547	1252	1551	1547	1157
Q Serve(g_s), s	6.6	23.5	23.5	4.3	15.9	16.2	11.0	22.4	23.1	6.5	14.3	15.3
Cycle Q Clear(g_c), s	6.6	23.5	23.5	4.3	15.9	16.2	11.0	22.4	23.1	6.5	14.3	15.3
Prop In Lane	1.00		0.01	1.00	F00	0.24	1.00	455	0.56	1.00	0.47	0.35
Lane Grp Cap(c), veh/h	143	636	667	99	592	562	445	455	368	141	367	274
V/C Ratio(X)	0.73	0.61	0.61	0.69	0.53	0.54	0.75	0.78	0.80	0.74	0.66	0.70
Avail Cap(c_a), veh/h	178	636	667	163	592	562	617	534	432	163	379	283
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.67	1.00	1.00	1.00	0.86	0.86	0.86	0.88	0.88	0.88
Uniform Delay (d), s/veh	47.2 7.3	35.6	35.6	45.8	23.9	24.1	45.7	42.0	42.4	44.3	34.5	35.1
Incr Delay (d2), s/veh	0.0	2.9 0.0	2.7 0.0	8.2 0.0	3.4 0.0	3.7 0.0	2.9 0.0	5.4 0.0	7.8 0.0	12.5 0.0	3.7 0.0	6.6 0.0
Initial Q Delay(d3),s/veh %ile BackOfQ(50%),veh/ln	3.2	10.6	11.1	2.1	7.3	7.1	4.8	10.3	8.8	3.3	6.5	5.4
LnGrp Delay(d),s/veh	54.6	38.4	38.3	54.0	27.4	27.9	48.6	47.4	50.1	56.8	38.2	41.7
LnGrp LOS	D D	30.4 D	30.3 D	D D	27.4 C	21.7 C	40.0 D	47.4 D	D D	50.0 E	30.2 D	41.7 D
Approach Vol, veh/h	<u> </u>	894	<u> </u>	U D	689		<u> </u>	984	U D	<u> </u>	541	
Approach Delay, s/veh		40.3			30.2			48.6			43.0	
Approach LOS		40.3 D			30.2 C			40.0 D			43.0 D	
• •			0			,	_				D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.7	41.8	18.3	27.2	9.9	44.6	12.6	32.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.5	28.5	19.5	23.5	9.5	29.5	9.5	33.5				
Max Q Clear Time (g_c+l1), s	8.6	18.2	13.0	17.3	6.3	25.5	8.5	25.1				
Green Ext Time (p_c), s	0.0	4.6	0.8	2.7	0.0	2.3	0.0	3.4				
Intersection Summary												
HCM 2010 Ctrl Delay			41.2									
HCM 2010 LOS			D									

	۶	→	•	•	+	•	•	†	~	/	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4	7	ň	∱ }		ሻ	ĵ»	
Traffic Volume (vph)	52	26	56	57	32	63	23	512	84	52	387	14
Future Volume (vph)	52	26	56	57	32	63	23	512	84	52	387	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	11	12	12	11	12	12	11	12
Total Lost time (s)		4.0			4.0	5.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95		1.00	1.00	
Frpb, ped/bikes		0.92			1.00	0.87	1.00	0.96		1.00	1.00	
Flpb, ped/bikes		0.96			0.92	1.00	0.98	1.00		0.97	1.00	
Frt		0.94			1.00	0.85	1.00	0.98		1.00	0.99	
Flt Protected		0.98			0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1160			1265	1084	1559	2705		1540	1405	
Flt Permitted		0.85			0.73	1.00	0.47	1.00		0.37	1.00	
Satd. Flow (perm)		1000			947	1084	776	2705		599	1405	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	56	28	60	61	34	68	25	551	90	56	416	15
RTOR Reduction (vph)	0	36	0	0	0	56	0	12	0	0	1	0
Lane Group Flow (vph)	0	108	0	0	95	12	25	629	0	56	430	0
Confl. Peds. (#/hr)	94	100	146	146	70	94	35	027	100	100	100	35
Confl. Bikes (#/hr)	71		13	110		8	00		13	100		12
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Parking (#/hr)	5	5	5	5	5	5	270	5	5	270	5	5
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	I CIIII	4		I CIIII	4	I CIIII	5 pm+pt	2		рит-рі 1	6	
Permitted Phases	4	7		4	7	4	2	Z		6	U	
Actuated Green, G (s)		14.1			14.1	14.1	50.8	48.2		54.0	49.8	
Effective Green, g (s)		15.1			15.1	14.1	49.8	49.2		53.0	50.8	
Actuated g/C Ratio		0.19			0.19	0.18	0.62	0.62		0.66	0.63	
Clearance Time (s)		5.0			5.0	5.0	3.5	5.0		3.5	5.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		188			178	191	503	1663		440	892	
v/s Ratio Prot		100			170	191	0.00	0.23		c0.01	c0.31	
v/s Ratio Prot v/s Ratio Perm		c0.11			0.10	0.01	0.00	0.23		0.08	CU.3 I	
v/c Ratio		0.58			0.10	0.01	0.05	0.38		0.08	0.48	
Uniform Delay, d1		29.5			29.3	27.4	5.9	7.7		4.9	7.7	
		1.00			1.00	1.00	1.00	1.00		0.70	0.58	
Progression Factor		4.2			3.1	0.1	0.0	0.7		0.70	1.6	
Incremental Delay, d2 Delay (s)						27.6	5.9					
Level of Service		33.8 C			32.3			8.4		3.5	6.0	
					C	С	A	A		А	A	
Approach LOS		33.8			30.4			8.3			5.8	
Approach LOS		С			С			А			А	
Intersection Summary												
HCM 2000 Control Delay			12.4	H	CM 2000	Level of	Service		В			
HCM 2000 Volume to Capacit	ty ratio		0.49									
Actuated Cycle Length (s)			80.0		um of lost				12.0			
Intersection Capacity Utilization	on		63.4%	IC	CU Level	of Service	9		В			
Analysis Period (min)			15									
c Critical Lane Group												

	•	→	•	√	←	•	•	†	~	/		✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		, J	↑ }		7	ĵ»	
Traffic Volume (veh/h)	108	107	80	33	94	81	23	561	20	19	299	28
Future Volume (veh/h)	108	107	80	33	94	81	23	561	20	19	299	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.94		0.74	1.00		0.85	0.93		0.85	0.95		0.84
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Adj Sat Flow, veh/h/ln	1710	1676	1710	1710	1676	1710	1676	1676	1710	1676	1676	1710
Adj Flow Rate, veh/h	117	116	87	36	102	88	25	610	22	21	325	30
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	164	138	90	90	198	150	529	1444	52	445	640	59
Arrive On Green	0.31	0.31	0.30	0.31	0.31	0.30	0.04	0.99	0.97	0.03	0.98	0.96
Sat Flow, veh/h	327	443	287	121	634	481	1597	2915	105	1597	1300	120
Grp Volume(v), veh/h	320	0	0	226	0	0	25	333	299	21	0	355
Grp Sat Flow(s),veh/h/ln	1057	0	0	1236	0	0	1597	1593	1427	1597	0	1420
Q Serve(g_s), s	11.8	0.0	0.0	0.0	0.0	0.0	0.6	0.3	0.3	0.5	0.0	0.7
Cycle Q Clear(g_c), s	23.9	0.0	0.0	12.0	0.0	0.0	0.6	0.3	0.3	0.5	0.0	0.7
Prop In Lane	0.37		0.27	0.16		0.39	1.00		0.07	1.00		0.08
Lane Grp Cap(c), veh/h	392	0	0	438	0	0	529	789	707	445	0	699
V/C Ratio(X)	0.82	0.00	0.00	0.52	0.00	0.00	0.05	0.42	0.42	0.05	0.00	0.51
Avail Cap(c_a), veh/h	392	0	0	438	0	0	676	789	707	597	0	699
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.94	0.94	0.94	0.93	0.00	0.93
Uniform Delay (d), s/veh	27.0	0.0	0.0	23.2	0.0	0.0	9.7	0.2	0.2	9.8	0.0	0.4
Incr Delay (d2), s/veh	12.7	0.0	0.0	1.0	0.0	0.0	0.0	1.6	1.7	0.0	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3 39.7	0.0	0.0	4.3 24.2	0.0	0.0	0.3 9.7	0.4 1.7	0.4	0.2 9.9	0.0	0.7
LnGrp Delay(d),s/veh	39.7 D	0.0	0.0	24.2 C	0.0	0.0			2.0		0.0	2.8
LnGrp LOS	D	220		C	22/		A	/F7	A	A	27/	<u>A</u>
Approach Vol, veh/h		320 39.7			226			657 2.1			376	
Approach LOS					24.2 C						3.2	
Approach LOS		D						А			А	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	44.6		30.0	5.6	44.4		30.0				
Change Period (Y+Rc), s	3.5	5.0		5.0	3.5	5.0		5.0				
Max Green Setting (Gmax), s	9.5	32.0		25.0	9.5	32.0		25.0				
Max Q Clear Time (g_c+l1), s	2.5	2.3		25.9	2.6	2.7		14.0				
Green Ext Time (p_c), s	0.0	4.5		0.0	0.0	4.5		2.1				
Intersection Summary												
HCM 2010 Ctrl Delay			13.2									
HCM 2010 LOS			В									

-	۶	→	•	•	←	•	•	†	~	>	ţ	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		ሻ	ተ ኈ		ሻ	₽	
Traffic Volume (veh/h)	150	61	32	12	52	109	18	695	17	28	241	49
Future Volume (veh/h)	150	61	32	12	52	109	18	695	17	28	241	49
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.77		0.69	0.88		0.49	0.96		0.80	0.94		0.80
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Adj Sat Flow, veh/h/ln	1710	1676	1710	1710	1676	1710	1676	1676	1710	1676	1676	1710
Adj Flow Rate, veh/h	161	66	34	13	56	117	19	747	18	30	259	52
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	154	47	19	59	86	164	504	1628	39	450	633	127
Arrive On Green	0.25	0.25	0.24	0.25	0.25	0.24	0.03	1.00	1.00	0.02	0.56	0.55
Sat Flow, veh/h	326	189	77	42	345	655	1597	2955	71	1597	1131	227
Grp Volume(v), veh/h	261	0	0	186	0	0	19	402	363	30	0	311
Grp Sat Flow(s), veh/h/ln	592	0	0	1042	0	0	1597	1593	1433	1597	0	1359
Q Serve(g_s), s	4.9	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.7	0.0	10.5
Cycle Q Clear(g_c), s	20.0	0.0	0.0	15.1	0.0	0.0	0.4	0.0	0.0	0.7	0.0	10.5
Prop In Lane	0.62		0.13	0.07		0.63	1.00		0.05	1.00		0.17
Lane Grp Cap(c), veh/h	221	0	0	309	0	0	504	877	789	450	0	760
V/C Ratio(X)	1.18	0.00	0.00	0.60	0.00	0.00	0.04	0.46	0.46	0.07	0.00	0.41
Avail Cap(c_a), veh/h	221	0	0	309	0	0	700	877	789	631	0	760
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.90	0.90	0.90	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.7	0.0	0.0	29.3	0.0	0.0	8.3	0.0	0.0	7.6	0.0	10.1
Incr Delay (d2), s/veh	118.5	0.0	0.0	8.4	0.0	0.0	0.0	1.6	1.7	0.1	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.1	0.0	0.0	4.6	0.0	0.0	0.2	0.4	0.4	0.3	0.0	4.2
LnGrp Delay(d),s/veh	152.3	0.0	0.0	37.8	0.0	0.0	8.3	1.6	1.7	7.6	0.0	11.7
LnGrp LOS	F			D			Α	Α	А	Α		В
Approach Vol, veh/h		261			186			784			341	
Approach Delay, s/veh		152.3			37.8			1.8			11.4	
Approach LOS		F			D			A			В	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.2	49.8		25.0	5.9	49.1		25.0				
Change Period (Y+Rc), s	3.5	5.0		5.0	3.5	5.0		5.0				
Max Green Setting (Gmax), s	11.5	35.0		20.0	11.5	35.0		20.0				
Max Q Clear Time (g_c+l1), s	2.4	12.5		22.0	2.7	2.0		17.1				
Green Ext Time (p_c), s	0.0	4.8		0.0	0.0	5.1		0.8				
Intersection Summary												
HCM 2010 Ctrl Delay			33.1									
HCM 2010 LOS			33.1 C									
HOW ZUTU LUS			C									

	•	→	•	•	—	•	•	†	<i>></i>	/		✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7		4	7	¥	ተተኈ		¥	↑ }	
Traffic Volume (veh/h)	52	59	29	4	28	191	14	893	11	96	267	67
Future Volume (veh/h)	52	59	29	4	28	191	14	893	11	96	267	67
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.90		0.83	0.94		0.83	0.98		0.92	1.00		0.92
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Adj Sat Flow, veh/h/ln	1710	1676	1676	1710	1676	1676	1676	1676	1710	1676	1676	1710
Adj Flow Rate, veh/h	55	62	31	4	29	201	15	940	12	101	281	71
Adj No. of Lanes	0	1	1	0	1	1	1	3	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	152	159	230	53	335	230	650	2906	37	415	1575	386
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.02	0.65	0.65	0.05	0.68	0.67
Sat Flow, veh/h	530	704	1037	122	1490	1036	1597	4446	57	1597	2331	571
Grp Volume(v), veh/h	117	0	31	33	0	201	15	645	307	101	189	163
Grp Sat Flow(s),veh/h/ln	1235	0	1037	1612	0	1036	1597	1526	1451	1597	1593	1310
Q Serve(g_s), s	10.1	0.0	3.8	0.0	0.0	30.0	0.5	14.9	14.9	3.1	7.0	7.4
Cycle Q Clear(g_c), s	12.6	0.0	3.8	2.5	0.0	30.0	0.5	14.9	14.9	3.1	7.0	7.4
Prop In Lane	0.47		1.00	0.12		1.00	1.00		0.04	1.00		0.44
Lane Grp Cap(c), veh/h	307	0	230	388	0	230	650	1994	949	415	1076	885
V/C Ratio(X)	0.38	0.00	0.13	0.09	0.00	0.87	0.02	0.32	0.32	0.24	0.18	0.18
Avail Cap(c_a), veh/h	307	0	230	388	0	230	821	1994	949	551	1076	885
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.70	0.70	0.70
Uniform Delay (d), s/veh	52.8	0.0	49.9	49.0	0.0	60.1	8.4	12.2	12.2	8.2	9.6	9.7
Incr Delay (d2), s/veh	3.6	0.0	1.2	0.4	0.0	34.1	0.0	0.4	0.9	0.2	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	0.0	1.2	1.2	0.0	10.7 94.2	0.2 8.4	6.4 12.6	6.2 13.1	1.4 8.5	3.1 9.8	2.8
LnGrp Delay(d),s/veh	56.4 E	0.0	51.1 D	49.4 D	0.0	94.2 F	8.4 A	12.0 B	13.1 B			10.0
LnGrp LOS	<u>E</u>	140	U	U	224	Г	А		D	A	4F2	<u>A</u>
Approach Vol, veh/h		148			234 87.9			967 12.7			453	
Approach LOS		55.3			87.9 F						9.6	
Approach LOS		E						В			А	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.4	108.6		40.0	7.9	112.1		40.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	20.5	90.5		35.5	20.5	90.5		35.5				
Max Q Clear Time (g_c+l1), s	5.1	16.9		14.6	2.5	9.4		32.0				
Green Ext Time (p_c), s	0.3	7.1		1.9	0.0	7.1		0.6				
Intersection Summary												
HCM 2010 Ctrl Delay			25.2									
HCM 2010 LOS			С									

	۶	→	74	•	1	†	۴	/	/	Į,	↓	-√
Movement	EBL2	EBT	EBR	EBR2	NBL	NBT	NBR	NBR2	SBL2	SBL	SBT	SBR
Lane Configurations	ሻ	1111			ሻ	†	76		ሻ	ă	†	7
Traffic Volume (vph)	22	1806	36	17	63	156	910	7	282	0	95	59
Future Volume (vph)	22	1806	36	17	63	156	910	7	282	0	95	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	11	11	11	11	11	12	11	11
Total Lost time (s)	5.0	6.0			5.5	10.0	11.5		6.5	9.5	10.0	10.0
Lane Util. Factor	1.00	0.86			1.00	1.00	0.88		0.95	0.95	1.00	1.00
Frpb, ped/bikes	1.00	0.99			1.00	1.00	1.00		1.00	1.00	1.00	0.87
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	1.00
Frt	1.00	1.00			1.00	1.00	0.85		1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00			0.95	1.00	1.00		0.95	0.95	1.00	1.00
Satd. Flow (prot)	1593	5493			1540	1621	2424		1463	1513	1621	1204
Flt Permitted	0.95	1.00			0.95	1.00	1.00		0.95	0.53	1.00	1.00
Satd. Flow (perm)	1593	5493			1540	1621	2424		1463	841	1621	1204
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	25	2052	41	19	72	177	1034	8	320	0	108	67
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	0	53
Lane Group Flow (vph)	25	2111	0	0	72	177	1042	0	160	160	108	14
Confl. Peds. (#/hr)	16		167	167	72							72
Confl. Bikes (#/hr)			3	3			8					6
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Parking (#/hr)			5									
Turn Type	Prot	NA			Prot	NA	pt+ov		Prot	Perm	NA	Perm
Protected Phases	7	4			5	2	23		1		6	
Permitted Phases										6		6
Actuated Green, G (s)	8.0	66.3			11.8	32.5	62.5		14.2	34.9	34.9	34.9
Effective Green, g (s)	7.5	65.8			12.3	32.0	60.5		13.7	34.9	34.4	34.4
Actuated g/C Ratio	0.05	0.41			0.08	0.20	0.38		0.09	0.22	0.21	0.21
Clearance Time (s)	4.5	5.5			6.0	9.5			6.0	9.5	9.5	9.5
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	74	2258			118	324	916		125	183	348	258
v/s Ratio Prot	0.02	c0.38			0.05	0.11	c0.43		c0.11		0.07	200
v/s Ratio Perm	0.02	00.00			0.00	0111	00110		00.11	0.19	0.07	0.01
v/c Ratio	0.34	0.94			0.61	0.55	1.14		1.28	0.87	0.31	0.06
Uniform Delay, d1	73.8	45.1			71.5	57.5	49.8		73.2	60.4	52.8	49.9
Progression Factor	1.09	1.20			1.22	0.76	0.75		1.08	0.87	0.85	1.00
Incremental Delay, d2	9.5	7.3			8.6	1.8	74.7		168.2	35.8	2.0	0.4
Delay (s)	89.8	61.4			96.0	45.4	111.8		246.8	88.6	46.9	50.2
Level of Service	F	E			F	D	F		F	F	D	D
Approach Delay (s)	•	61.7			•	101.8	•		•	•	125.5	
Approach LOS		E				F					F	
Intersection Summary												
HCM 2000 Control Delay			69.3	H	CM 2000	Level of	Service		E			
HCM 2000 Volume to Capac	ity ratio		1.16									
Actuated Cycle Length (s)	-		160.0	Sı	um of lost	time (s)			33.0			
Intersection Capacity Utilizati	on		97.1%		CU Level		;		F			
Analysis Period (min)			15									
c Critical Lane Group												

	+	*	t
Movement	SWL	SWR	SWR2
LaneConfigurations	7/7	777	7
Traffic Volume (vph)	268	1120	315
Future Volume (vph)	268	1120	315
Ideal Flow (vphpl)	1900	1900	1900
Lane Width	12	11	12
Total Lost time (s)	6.0	10.0	6.5
Lane Util. Factor	0.97	*0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00
Frt	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00
Satd. Flow (prot)	3090	4424	1363
Flt Permitted	0.95	1.00	1.00
Satd. Flow (perm)	3090	4424	1363
Peak-hour factor, PHF	0.88	0.88	0.88
Adj. Flow (vph)	305	1273	358
RTOR Reduction (vph)	0	0	227
Lane Group Flow (vph)	305	1273	131
Confl. Peds. (#/hr)	167		16
Confl. Bikes (#/hr)			
Heavy Vehicles (%)	2%	2%	2%
Parking (#/hr)			
Turn Type	Prot	Prot	custom
Protected Phases	3	8	1
Permitted Phases		8	6
Actuated Green, G (s)	20.5	75.8	49.1
Effective Green, g (s)	20.0	75.3	48.1
Actuated g/C Ratio	0.12	0.47	0.30
Clearance Time (s)	5.5	9.5	6.0
Vehicle Extension (s)	3.0	3.0	3.0
Lane Grp Cap (vph)	386	2082	409
v/s Ratio Prot	0.10	0.29	0.03
v/s Ratio Perm	0.10	0.27	0.03
v/c Ratio	0.79	0.61	0.32
Uniform Delay, d1	68.0	31.5	43.3
Progression Factor	1.00	1.00	1.00
Incremental Delay, d2	10.5	0.5	0.5
Delay (s)	78.5	32.0	43.8
Level of Service	70.5 E	C	43.0 D
Approach Delay (s)	41.5	<u> </u>	
Approach LOS	D		
• •			
Intersection Summary			

	ၨ	•	•	ሻ	†	ţ	4	•	\	
Movement	EBL	EBR	NBL2	NBL	NBT	SBT	SBR	SEL	SER	
Lane Configurations	ሻ	7	ሻ	NDL	<u></u>	†	ODIT	ኝ	OLIT	
Traffic Volume (vph)	191	167	249	0	226	244	226	8	0	
Future Volume (vph)	191	167	249	0	226	244	226	8	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	11	11	10	12	11	11	12	12	12	
Grade (%)	0%				-2%	0%		0%		
Total Lost time (s)	4.0	4.0	4.0		4.0	6.0		6.0		
Lane Util. Factor	1.00	1.00	1.00		1.00	0.95		1.00		
Frpb, ped/bikes	1.00	0.83	1.00		1.00	0.89		1.00		
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00		1.00		
Frt	1.00	0.85	1.00		1.00	0.93		1.00		
Flt Protected	0.95	1.00	0.95		1.00	1.00		0.95		
Satd. Flow (prot)	1540	1000	1501		1432	2393		1593		
Flt Permitted	0.95	1.00	0.95		1.00	1.00		0.95		
Satd. Flow (perm)	1540	1000	1501		1432	2393		1593		
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Adj. Flow (vph)	205	180	268	0.75	243	262	243	9	0.75	
RTOR Reduction (vph)	0	95	0	0	0	0	0	0	0	
Lane Group Flow (vph)	205	85	268	0	243	505	0	9	0	
Confl. Peds. (#/hr)	203	60	53	U	210	303	53	,	U	
Confl. Bikes (#/hr)		38	33				24			
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	
Parking (#/hr)	270	5	270	270	5	5	5	270	270	
Turn Type	Prot	pm+ov	Prot		NA	NA		Prot		
Protected Phases	3	5	5		2	6		9		
Permitted Phases	J	3	J			· ·		,		
Actuated Green, G (s)	26.3	36.8	10.5		37.5	20.5		0.7		
Effective Green, g (s)	26.8	37.8	11.0		38.0	21.0		1.2		
Actuated g/C Ratio	0.34	0.47	0.14		0.48	0.26		0.01		
Clearance Time (s)	4.5	4.5	4.5		4.5	6.5		6.5		
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0		
Lane Grp Cap (vph)	515	522	206		680	628		23		
v/s Ratio Prot	c0.13	0.02	c0.18		0.17	c0.21		c0.01		
v/s Ratio Perm	60.13	0.02	CO. 10		0.17	CU.Z I		CO.01		
v/c Ratio	0.40	0.16	1.30		0.36	0.85dr		0.39		
Uniform Delay, d1	20.4	12.1	34.5		13.3	27.6		39.0		
Progression Factor	0.29	0.23	1.14		0.71	1.17		1.00		
Incremental Delay, d2	1.5	0.23	162.5		1.3	10.4		10.7		
Delay (s)	7.5	2.8	201.8		10.7	42.6		49.7		
Level of Service	7.5 A	Α.	F		В	42.0 D		47.7 D		
Approach Delay (s)	5.3	A	·		110.9	42.6		49.7		
Approach LOS	3.3 A				F	42.0 D		49.7 D		
	A				Г	D		D		
Intersection Summary										
HCM 2000 Control Delay			57.2	H	CM 2000	Level of S	Service		Ε	
HCM 2000 Volume to Capac	ity ratio		0.70							
Actuated Cycle Length (s)			80.0			t time (s)			20.0	
Intersection Capacity Utilizati Analysis Period (min)	ion		64.6%	IC	U Level	of Service			С	
			15							

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

	>	₹	×	~	Ĺ	×			
Movement	NWL	NWR	NET	NER	SWL	SWT			
Lane Configurations	¥	144414	†	IVEIX	ሻ	^			
Traffic Volume (vph)	123	87	357	55	25	359			
Future Volume (vph)	123	87	357	55	25	359			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Total Lost time (s)	4.5	1700	4.5	1700	4.5	4.5			
Lane Util. Factor	1.00		0.95		1.00	0.95			
Frpb, ped/bikes	0.95		0.97		1.00	1.00			
Flpb, ped/bikes	1.00		1.00		0.91	1.00			
Frt	0.94		0.98		1.00	1.00			
Flt Protected	0.97		1.00		0.95	1.00			
Satd. Flow (prot)	1622		3373		1602	3539			
Flt Permitted	0.97		1.00		0.49	1.00			
Satd. Flow (perm)	1622		3373		828	3539			
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91			
Adj. Flow (vph)	135	96	392	60	27	395			
RTOR Reduction (vph)	48	0	8	0	0	0			
Lane Group Flow (vph)	183	0	444	0	27	395			
Confl. Peds. (#/hr)	103	49	777	80	80	373			
Confl. Bikes (#/hr)		13		31	00				
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%			
Parking (#/hr)	270	5	270	270	270	270			
Turn Type	Prot		NA		Perm	NA			
Protected Phases	2		4		I CIIII	8			
Permitted Phases	2		4		8	0			
Actuated Green, G (s)	14.3		56.7		56.7	56.7			
Effective Green, g (s)	14.3		56.7		56.7	56.7			
Actuated g/C Ratio	0.18		0.71		0.71	0.71			
Clearance Time (s)	4.5		4.5		4.5	4.5			
Vehicle Extension (s)	3.0		3.0		3.0	3.0			
Lane Grp Cap (vph)	289		2390		586	2508			
v/s Ratio Prot	c0.11		c0.13		300	0.11			
v/s Ratio Perm	50.11		55.15		0.03	U. 1 1			
v/c Ratio	0.63		0.19		0.05	0.16			
Uniform Delay, d1	30.4		3.9		3.5	3.8			
Progression Factor	1.00		0.90		1.00	1.00			
Incremental Delay, d2	4.5		0.2		0.1	0.1			
Delay (s)	34.9		3.7		3.7	4.0			
Level of Service	C		A		A	A			
Approach Delay (s)	34.9		3.7			3.9			
Approach LOS	С		Α			A			
Intersection Summary									
HCM 2000 Control Delay			10.3	Н	CM 2000	Level of Servic	e	В	
HCM 2000 Volume to Capac	city ratio		0.28		JAN 2000	20101010010	O	D	
Actuated Cycle Length (s)	nty ratio		80.0	Sı	um of lost	time (s)		9.0	
j , , ,	Intersection Capacity Utilization					of Service		Α.	
microconom Supucity Offitzat			42.0%	10	O LOVOI C	71 JOI VIOC		, ·	
Analysis Period (min)			15						

	_	•	*1	†	/	\	ţ	لر	*	/	4	
Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER	NER2	
Lane Configurations				î,			र्स	7	ሻሻ			
Traffic Volume (vph)	0	0	0	269	7	6	381	423	439	11	41	
Future Volume (vph)	0	0	0	269	7	6	381	423	439	11	41	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)				4.5			4.5	4.0	4.0			
Lane Util. Factor				1.00			1.00	1.00	0.97			
Frpb, ped/bikes				1.00			1.00	1.00	0.99			
Flpb, ped/bikes				1.00			1.00	1.00	1.00			
Frt				1.00			1.00	0.85	0.98			
Flt Protected				1.00			1.00	1.00	0.96			
Satd. Flow (prot)				1606			1612	1372	3128			
Flt Permitted				1.00			1.00	1.00	0.96			
Satd. Flow (perm)				1606			1609	1372	3128			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	
Adj. Flow (vph)	0	0	0	277	7	6	393	436	453	11	42	
RTOR Reduction (vph)	0	0	0	1	0	0	0	0	60	0	0	
Lane Group Flow (vph)	0	0	0	283	0	0	399	436	446	0	0	
Confl. Peds. (#/hr)					24	24				24	18	
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	
Parking (#/hr)				5	5		5	5	5	5	5	
Turn Type				NA		Perm	NA	custom	Prot			
Protected Phases				12			12	23	3			
Permitted Phases						12						
Actuated Green, G (s)				55.9			55.9	67.1	15.6			
Effective Green, g (s)				50.4			50.4	67.6	16.1			
Actuated g/C Ratio				0.63			0.63	0.84	0.20			
Clearance Time (s)									4.5			
Vehicle Extension (s)									2.0			
Lane Grp Cap (vph)				1011			1013	1159	629			
v/s Ratio Prot				0.18				c0.32	c0.14			
v/s Ratio Perm							c0.25					
v/c Ratio				0.28			0.39	0.38	0.71			
Uniform Delay, d1				6.6			7.3	1.4	29.8			
Progression Factor				1.00			0.79	0.37	1.00			
Incremental Delay, d2				0.1			0.1	0.1	3.0			
Delay (s)				6.7			5.9	0.6	32.8			
Level of Service				Α			Α	А	С			
Approach Delay (s)	0.0			6.7			3.1		32.8			
Approach LOS	А			Α			А		С			
Intersection Summary												
HCM 2000 Control Delay			13.0	H	CM 2000	Level of S	Service		В			
HCM 2000 Volume to Capacity	ratio		0.48									
Actuated Cycle Length (s)			80.0		ım of lost				13.5			
Intersection Capacity Utilization	n		48.0%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									
c Critical Lane Group												

	ၨ	→	•	•	+	•	•	†	~	/	+	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		ሻ	↑ ↑		ሻ	↑ ↑	
Traffic Volume (vph)	44	0	18	36	1	26	23	705	15	20	660	3
Future Volume (vph)	44	0	18	36	1	26	23	705	15	20	660	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	12	16
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.97			0.97		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		0.97			0.96		0.93	1.00		0.94	1.00	
Frt		0.96			0.94		1.00	1.00		1.00	1.00	
Flt Protected		0.97			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1419			1385		1638	3479		1654	3499	
Flt Permitted		0.81			0.84		0.39	1.00		0.37	1.00	
Satd. Flow (perm)		1192			1198		680	3479		644	3499	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	45	0	18	37	1	27	23	719	15	20	673	3
RTOR Reduction (vph)	0	18	0	0	24	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	45	0	0	41	0	23	733	0	20	676	0
Confl. Peds. (#/hr)	33		65	65		33	67		63	63		67
Confl. Bikes (#/hr)			2			4			104			35
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)	5	5	5	5	5	5						
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Actuated Green, G (s)		8.5			8.5		63.0	63.0		63.0	63.0	
Effective Green, g (s)		8.5			8.5		63.5	63.5		63.5	63.5	
Actuated g/C Ratio		0.11			0.11		0.79	0.79		0.79	0.79	
Clearance Time (s)		4.0			4.0		4.5	4.5		4.5	4.5	
Vehicle Extension (s)		2.0			2.0		0.2	0.2		0.2	0.2	
Lane Grp Cap (vph)		126			127		539	2761		511	2777	
v/s Ratio Prot								c0.21			0.19	
v/s Ratio Perm		c0.04			0.03		0.03			0.03		
v/c Ratio		0.36			0.32		0.04	0.27		0.04	0.24	
Uniform Delay, d1		33.2			33.1		1.8	2.2		1.8	2.1	
Progression Factor		1.00			1.00		0.47	0.52		0.34	0.45	
Incremental Delay, d2		0.6			0.5		0.1	0.2		0.1	0.2	
Delay (s)		33.9			33.6		1.0	1.3		0.7	1.1	
Level of Service		С			С		А	Α		Α	Α	
Approach Delay (s)		33.9			33.6			1.3			1.1	
Approach LOS		С			С			А			А	
Intersection Summary												
HCM 2000 Control Delay			3.9	Н	CM 2000	Level of S	Service		А			
HCM 2000 Volume to Capacit	y ratio		0.28									
Actuated Cycle Length (s)			80.0	S	um of lost	time (s)			8.0			
Intersection Capacity Utilization	n		41.4%		CU Level		·		А			
Analysis Period (min)			15									
c Critical Lane Group												

	۶	→	•	•	—	•	•	†	/	/	+	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations							7	∱ β		7	ĵ.	
Traffic Volume (vph)	0	0	0	0	0	0	20	623	87	72	565	27
Future Volume (vph)	0	0	0	0	0	0	20	623	87	72	565	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)							4.0	4.0		4.0	4.0	
Lane Util. Factor							1.00	0.95		1.00	1.00	
Frpb, ped/bikes							1.00	0.99		1.00	1.00	
Flpb, ped/bikes							0.99	1.00		1.00	1.00	
Frt							1.00	0.98		1.00	0.99	
Flt Protected							0.95	1.00		0.95	1.00	
Satd. Flow (prot)							1742	3410		1752	1597	
Flt Permitted							0.37	1.00		0.33	1.00	
Satd. Flow (perm)							686	3410		610	1597	
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	0	0	0	0	0	0	24	751	105	87	681	33
RTOR Reduction (vph)	0	0	0	0	0	0	0	5	0	0	1	0
Lane Group Flow (vph)	0	0	0	0	0	0	24	851	0	87	713	0
Confl. Peds. (#/hr)	34		57	57		34	29					29
Confl. Bikes (#/hr)			67						123			87
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)	5	5	5	5	5	5					5	5
Turn Type							Perm	NA		Perm	NA	
Protected Phases								2			2	
Permitted Phases							2			2		
Actuated Green, G (s)							68.2	68.2		68.2	68.2	
Effective Green, g (s)							68.7	68.7		68.7	68.7	
Actuated g/C Ratio							0.86	0.86		0.86	0.86	
Clearance Time (s)							4.5	4.5		4.5	4.5	
Vehicle Extension (s)							0.2	0.2		0.2	0.2	
Lane Grp Cap (vph)							589	2928		523	1371	
v/s Ratio Prot								0.25			c0.45	
v/s Ratio Perm							0.03			0.14		
v/c Ratio							0.04	0.29		0.17	0.52	
Uniform Delay, d1							8.0	1.1		0.9	1.4	
Progression Factor							0.39	0.34		0.45	0.37	
Incremental Delay, d2							0.1	0.2		0.6	1.3	
Delay (s)							0.5	0.6		1.0	1.8	
Level of Service							Α	Α		Α	Α	
Approach Delay (s)		0.0			0.0			0.6			1.7	
Approach LOS		Α			Α			Α			А	
Intersection Summary												
HCM 2000 Control Delay			1.1	Н	CM 2000	Level of :	Service		А			
HCM 2000 Volume to Capacity	y ratio		0.49									
Actuated Cycle Length (s)			80.0	Sı	um of lost	t time (s)			7.0			
Intersection Capacity Utilization	n		63.2%			of Service	:		В			
Analysis Period (min)			15									
c Critical Lane Group												

	۶	→	•	•	←	4	1	†	/	/	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		ሻ	ħβ		ሻ	ĵ»	
Traffic Volume (vph)	42	134	33	86	79	67	24	523	147	115	485	26
Future Volume (vph)	42	134	33	86	79	67	24	523	147	115	485	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	1.00	
Frpb, ped/bikes		0.98			0.98		1.00	0.95		1.00	0.99	
Flpb, ped/bikes		0.99			0.97		0.94	1.00		0.95	1.00	
Frt		0.98			0.96		1.00	0.97		1.00	0.99	
Flt Protected		0.99			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1519			1450		1648	3228		1452	1582	
Flt Permitted		0.91			0.80		0.35	1.00		0.34	1.00	
Satd. Flow (perm)		1394			1187		613	3228		520	1582	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	45	143	35	91	84	71	26	556	156	122	516	28
RTOR Reduction (vph)	0	8	0	0	18	0	0	32	0	0	3	0
Lane Group Flow (vph)	0	215	0	0	228	0	26	680	0	122	541	0
Confl. Peds. (#/hr)	55		54	54		55	70		57	57		70
Confl. Bikes (#/hr)			5			2			48			20
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)	5	5	5	5	5	5				5	5	5
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4		. 0	2			2	
Permitted Phases	4			4			2			2		
Actuated Green, G (s)		26.0			26.0		45.5	45.5		45.5	45.5	
Effective Green, g (s)		26.0			26.0		46.0	46.0		46.0	46.0	
Actuated g/C Ratio		0.32			0.32		0.58	0.58		0.58	0.58	
Clearance Time (s)		4.0			4.0		4.5	4.5		4.5	4.5	
Vehicle Extension (s)		2.0			2.0		0.2	0.2		0.2	0.2	
Lane Grp Cap (vph)		453			385		352	1856		299	909	
v/s Ratio Prot		100					332	0.21		_,,	c0.34	
v/s Ratio Perm		0.15			c0.19		0.04	V		0.23	00.0.	
v/c Ratio		0.47			0.59		0.07	0.37		0.41	0.60	
Uniform Delay, d1		21.5			22.6		7.5	9.2		9.4	11.0	
Progression Factor		1.00			1.00		0.60	0.47		0.29	0.40	
Incremental Delay, d2		3.5			6.5		0.4	0.5		3.6	2.5	
Delay (s)		25.1			29.1		4.9	4.9		6.3	7.0	
Level of Service		С			С		Α	Α		А	А	
Approach Delay (s)		25.1			29.1			4.9			6.8	
Approach LOS		С			С			Α			А	
Intersection Summary												
HCM 2000 Control Delay			11.2	Н	CM 2000	Level of	Service		В			
HCM 2000 Volume to Capac	ity ratio		0.59									
Actuated Cycle Length (s)			80.0	S	um of lost	time (s)			8.0			
Intersection Capacity Utilizati	ion		67.4%		CU Level		<u> </u>		С			
Analysis Period (min)			15									
c Critical Lane Group												

	۶	→	•	•	—	•	1	†	<i>></i>	\	↓	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations							J.	↑ ↑		, j	ĵ.	
Traffic Volume (vph)	0	0	0	0	0	0	7	646	22	19	605	17
Future Volume (vph)	0	0	0	0	0	0	7	646	22	19	605	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)							4.0	4.0		4.0	4.0	
Lane Util. Factor							1.00	0.95		1.00	1.00	
Frpb, ped/bikes							1.00	1.00		1.00	1.00	
Flpb, ped/bikes							0.99	1.00		1.00	1.00	
Frt							1.00	0.99		1.00	1.00	
Flt Protected							0.95	1.00		0.95	1.00	
Satd. Flow (prot)							1741	3480		1752	1834	
Flt Permitted							0.33	1.00		0.33	1.00	
Satd. Flow (perm)							598	3480		612	1834	
Peak-hour factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	0	0	0	0	0	0	9	808	28	24	756	21
RTOR Reduction (vph)	0	0	0	0	0	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	0	0	0	0	0	9	834	0	24	776	0
Confl. Peds. (#/hr)	34		65	65		34	32		2	2		32
Confl. Bikes (#/hr)			4						86			38
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type							Perm	NA		Perm	NA	
Protected Phases								2			2	
Permitted Phases							2			2		
Actuated Green, G (s)							63.9	63.9		63.9	63.9	
Effective Green, g (s)							64.4	64.4		64.4	64.4	
Actuated g/C Ratio							0.81	0.81		0.81	0.81	
Clearance Time (s)							4.5	4.5		4.5	4.5	
Vehicle Extension (s)							3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)							481	2801		492	1476	
v/s Ratio Prot								0.24			c0.42	
v/s Ratio Perm							0.02			0.04		
v/c Ratio							0.02	0.30		0.05	0.53	
Uniform Delay, d1							1.5	2.0		1.6	2.6	
Progression Factor							1.12	1.28		0.31	0.24	
Incremental Delay, d2							0.1	0.3		0.2	1.1	
Delay (s)							1.8	2.8		0.6	1.7	
Level of Service							Α	Α		Α	Α	
Approach Delay (s)		0.0			0.0			2.8			1.7	
Approach LOS		А			Α			Α			Α	
Intersection Summary												
HCM 2000 Control Delay			2.3	Н	CM 2000	Level of S	Service		Α			
HCM 2000 Volume to Capacity	ratio		0.46									
Actuated Cycle Length (s)			80.0	S	um of lost	t time (s)			7.0			
Intersection Capacity Utilization			45.8%	IC	CU Level	of Service			Α			
Analysis Period (min)			15									
c Critical Lane Group												

	•	→	•	•	+	•	•	†	~	/	↓	-√
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		ሻ	↑ ↑		ሻ	1>	
Traffic Volume (vph)	50	9	21	120	32	99	6	682	20	10	503	38
Future Volume (vph)	50	9	21	120	32	99	6	682	20	10	503	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	12	10	10	12	12	12	12	12	12
Total Lost time (s)		4.5			4.5		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	1.00	
Frpb, ped/bikes		0.97			0.99		1.00	0.99		1.00	0.98	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		0.99	1.00	
Frt		0.97			0.95		1.00	1.00		1.00	0.99	
Flt Protected		0.97			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1421			1378		1752	3472		1728	1572	
Flt Permitted		0.97			0.98		0.30	1.00		0.31	1.00	
Satd. Flow (perm)		1421			1378		553	3472		563	1572	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	53	10	22	128	34	105	6	726	21	11	535	40
RTOR Reduction (vph)	0	18	0	0	30	0	0	2	0	0	2	0
Lane Group Flow (vph)	0	67	0	0	237	0	6	745	0	11	573	0
Confl. Peds. (#/hr)	8		28	28		8	59		17	17		59
Confl. Bikes (#/hr)			6			4			165			55
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)		5	5		5	5					5	5
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	4	4		3	3			2			2	
Permitted Phases							2			2		
Actuated Green, G (s)		8.8			16.3		41.4	41.4		41.4	41.4	
Effective Green, g (s)		8.8			16.3		41.9	41.9		41.9	41.9	
Actuated g/C Ratio		0.11			0.20		0.52	0.52		0.52	0.52	
Clearance Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)		3.0			2.0		0.2	0.2		0.2	0.2	
Lane Grp Cap (vph)		156			280		289	1818		294	823	
v/s Ratio Prot		c0.05			c0.17			0.21			c0.36	
v/s Ratio Perm							0.01			0.02		
v/c Ratio		0.43			0.85		0.02	0.41		0.04	0.70	
Uniform Delay, d1		33.3			30.6		9.2	11.6		9.3	14.3	
Progression Factor		1.00			1.00		0.68	0.76		1.23	0.72	
Incremental Delay, d2		1.9			19.6		0.1	0.7		0.2	4.1	
Delay (s)		35.2			50.2		6.4	9.5		11.6	14.4	
Level of Service		D			D		Α	А		В	В	
Approach Delay (s)		35.2			50.2			9.5			14.3	
Approach LOS		D			D			Α			В	
Intersection Summary												
HCM 2000 Control Delay			18.9	Н	CM 2000	Level of S	Service		В			
HCM 2000 Volume to Capacity	, ratio		0.70									
Actuated Cycle Length (s)			80.0	Sı	um of lost	time (s)			13.0			
Intersection Capacity Utilization	n		52.3%		CU Level		:		А			
Analysis Period (min)			15									
c Critical Lane Group												

	۶	→	•	•	•	4	1	†	/	>	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		7	∱ }		ሻ	f)	
Traffic Volume (vph)	13	41	28	1	1	14	26	746	39	113	560	17
Future Volume (vph)	13	41	28	1	1	14	26	746	39	113	560	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	1.00	
Frpb, ped/bikes		0.96			0.97		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		0.97	1.00		0.99	1.00	
Frt		0.95			0.88		1.00	0.99		1.00	1.00	
Flt Protected		0.99			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1466			1374		1704	3457		1738	1601	
Flt Permitted		0.95			0.99		0.35	1.00		0.28	1.00	
Satd. Flow (perm)		1411			1360		623	3457		519	1601	
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	16	50	34	1	1	17	32	910	48	138	683	21
RTOR Reduction (vph)	0	28	0	0	15	0	0	3	0	0	1	0
Lane Group Flow (vph)	0	72	0	0	4	0	32	955	0	138	703	0
Confl. Peds. (#/hr)	10		50	50		10	39		14	14		39
Confl. Bikes (#/hr)						3			151			24
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)	5	5	5	5	5	5					5	5
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Actuated Green, G (s)		10.3			10.3		61.2	61.2		61.2	61.2	
Effective Green, g (s)		10.3			10.3		61.7	61.7		61.7	61.7	
Actuated g/C Ratio		0.13			0.13		0.77	0.77		0.77	0.77	
Clearance Time (s)		4.0			4.0		4.5	4.5		4.5	4.5	
Vehicle Extension (s)		4.0			4.0		0.2	0.2		0.2	0.2	
Lane Grp Cap (vph)		181			175		480	2666		400	1234	
v/s Ratio Prot								0.28			c0.44	
v/s Ratio Perm		c0.05			0.00		0.05			0.27		
v/c Ratio		0.40			0.02		0.07	0.36		0.34	0.57	
Uniform Delay, d1		32.0			30.5		2.2	2.9		2.9	3.7	
Progression Factor		1.00			1.00		0.50	0.42		1.00	1.55	
Incremental Delay, d2		2.0			0.1		0.3	0.4		2.3	1.9	
Delay (s)		34.0			30.5		1.4	1.6		5.2	7.7	
Level of Service		С			С		Α	Α		Α	Α	
Approach Delay (s)		34.0			30.5			1.6			7.3	
Approach LOS		С			С			Α			А	
Intersection Summary												
HCM 2000 Control Delay			6.0	Н	CM 2000	Level of :	Service		А			
HCM 2000 Volume to Capacit	ty ratio		0.54									
Actuated Cycle Length (s)			80.0	S	um of lost	time (s)			8.0			
Intersection Capacity Utilization	on		62.5%		CU Level)		В			
Analysis Period (min)			15									
c Critical Lane Group												

	*	7	×	4	4	*		
Movement	NBL	NBR	NET	NER	SWL	SWT		
Lane Configurations		77	^		7	^		
Traffic Volume (vph)	0	251	723	0	407	645		
Future Volume (vph)	0	251	723	0	407	645		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Total Lost time (s)		9.0	5.0		9.0	5.0		
Lane Util. Factor		0.88	0.95		1.00	0.95		
Frpb, ped/bikes		1.00	1.00		1.00	1.00		
Flpb, ped/bikes		1.00	1.00		1.00	1.00		
Frt		0.85	1.00		1.00	1.00		
Flt Protected		1.00	1.00		0.95	1.00		
Satd. Flow (prot)		2760	3286		1752	3505		
Flt Permitted		1.00	1.00		0.95	1.00		
Satd. Flow (perm)		2760	3286		1752	3505		
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90		
Adj. Flow (vph)	0	279	803	0	452	717		
RTOR Reduction (vph)	0	66	0	0	0	0		
Lane Group Flow (vph)	0	213	803	0	452	717		
Confl. Peds. (#/hr)				16	16			
Confl. Bikes (#/hr)		123		67				
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%		
Parking (#/hr)			5					
Turn Type		Over	NA		Prot	NA		
Protected Phases		8	2		8	2 4		
Permitted Phases								
Actuated Green, G (s)		30.0	35.0		30.0	67.5		
Effective Green, g (s)		30.5	35.5		30.5	59.0		
Actuated g/C Ratio		0.38	0.44		0.38	0.74		
Clearance Time (s)		9.5	5.5		9.5			
Vehicle Extension (s)		4.0	0.2		4.0			
Lane Grp Cap (vph)		1052	1458		667	2584		
v/s Ratio Prot		0.08	c0.24		c0.26	0.20		
v/s Ratio Perm								
v/c Ratio		0.20	0.55		0.68	0.28		
Uniform Delay, d1		16.6	16.4		20.6	3.5		
Progression Factor		1.00	0.38		0.35	2.48		
Incremental Delay, d2		0.1	1.4		1.6	0.0		
Delay (s)		16.7	7.7		8.8	8.6		
Level of Service		В	_ A		Α	A		
Approach Delay (s)	16.7		7.7			8.7		
Approach LOS	В		А			А		
Intersection Summary								
HCM 2000 Control Delay			9.3	H	CM 2000	Level of Serv	vice A	
HCM 2000 Volume to Capacit	ty ratio		0.64					
Actuated Cycle Length (s)			80.0		um of lost		17.0	
Intersection Capacity Utilization	on		50.9%	IC	U Level o	of Service	A	
Analysis Period (min)			15					
c Critical Lane Group								

	ሻ	†	۴	لإ	 	W J	•	×	\	€	×	<u> </u>
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	7	∱ ∱		7	∱ }			4			4	
Traffic Volume (vph)	8	914	28	369	1020	60	99	52	12	25	22	305
Future Volume (vph)	8	914	28	369	1020	60	99	52	12	25	22	305
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	4.0		3.0	4.0			4.5			4.5	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frpb, ped/bikes	1.00	0.99		1.00	0.99			0.99			0.95	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			0.99			1.00	
Frt	1.00	1.00		1.00	0.99			0.99			0.88	
Flt Protected	0.95	1.00		0.95	1.00			0.97			1.00	
Satd. Flow (prot)	1752	3468		1752	3453			1574			1387	
Flt Permitted	0.14	1.00		0.13	1.00			0.37			0.96	
Satd. Flow (perm)	264	3468		238	3453			600			1342	
Peak-hour factor, PHF	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Adj. Flow (vph)	11	1306	40	527	1457	86	141	74	17	36	31	436
RTOR Reduction (vph)	0	3	0	0	5	0	0	3	0	0	197	0
Lane Group Flow (vph)	11	1343	0	527	1538	0	0	229	0	0	306	0
Confl. Peds. (#/hr)	9		7	7		9	37		52	52		37
Confl. Bikes (#/hr)			158			103			17			9
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)							0	0	0	0	0	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			4	
Permitted Phases	6			2			4			4		
Actuated Green, G (s)	28.5	27.5		44.5	40.0			26.5			26.5	
Effective Green, g (s)	29.5	28.0		45.0	40.5			26.5			26.5	
Actuated g/C Ratio	0.37	0.35		0.56	0.51			0.33			0.33	
Clearance Time (s)	3.5	4.5		3.5	4.5			4.5			4.5	
Vehicle Extension (s)	3.0	0.2		2.0	0.2			2.0			2.0	
Lane Grp Cap (vph)	125	1213		398	1748			198			444	
v/s Ratio Prot	0.00	0.39		c0.23	0.45							
v/s Ratio Perm	0.03			c0.51				c0.38			0.23	
v/c Ratio	0.09	1.11		1.32	0.88			1.15			0.69	
Uniform Delay, d1	17.7	26.0		22.8	17.6			26.8			23.2	
Progression Factor	0.68	1.04		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.3	60.1		162.4	6.7			111.9			3.5	
Delay (s)	12.3	87.1		185.2	24.3			138.6			26.7	
Level of Service	В	F		F	С			F			С	
Approach Delay (s)		86.5			65.3			138.6			26.7	
Approach LOS		F			E			F			С	
Intersection Summary												
HCM 2000 Control Delay			71.6	Н	CM 2000	Level of S	Service		Е			
HCM 2000 Volume to Capa	city ratio		1.30			2.3.01						
Actuated Cycle Length (s)	,		80.0	Sı	um of lost	time (s)			11.5			
Intersection Capacity Utiliza	ation		99.0%		CU Level o				F			
Analysis Period (min)	-		15		,,,,,							
c Critical Lane Group												

	•	•	†	7	/	>	ļ	4	t	
Movement	WBL	WBR	NBT	NBR	NBR2	SBL	SBT	SWL	SWR	
Lane Configurations				76		ሻ	^			
Traffic Volume (vph)	0	0	0	873	213	272	876	0	0	
Future Volume (vph)	0	0	0	873	213	272	876	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	10	10	10	10	10	10	10	10	10	
Total Lost time (s)				3.0		3.0	2.0			
Lane Util. Factor				0.88		1.00	0.95			
Frpb, ped/bikes				1.00		1.00	1.00			
Flpb, ped/bikes				1.00		0.99	1.00			
Frt				0.85		1.00	1.00			
Flt Protected				1.00		0.95	1.00			
Satd. Flow (prot)				2341		1478	2973			
Flt Permitted				1.00		0.95	1.00			
Satd. Flow (perm)				2341		1478	2973			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	
Adj. Flow (vph)	0	0	0	909	222	283	912	0	0	
RTOR Reduction (vph)	0	0	0	26	0	0	0	0	0	
Lane Group Flow (vph)	0	0	0	1105	0	283	913	0	0	
Confl. Peds. (#/hr)					18	18				
Confl. Bikes (#/hr)					139					
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	
Turn Type				Prot		pm+pt	NA			
Protected Phases				2		4	2 4			
Permitted Phases				2		2 4				
Actuated Green, G (s)				53.5		59.9	68.9			
Effective Green, g (s)				55.0		62.9	68.9			
Actuated g/C Ratio				0.80		0.91	1.00			
Clearance Time (s)				4.5		4.5				
Vehicle Extension (s)				0.2		2.0				
Lane Grp Cap (vph)				1868		1478	2973			
v/s Ratio Prot				c0.47		0.02	c0.31			
v/s Ratio Perm						0.17				
v/c Ratio				0.59		0.19	0.31			
Uniform Delay, d1				2.7		0.3	0.0			
Progression Factor				1.00		1.00	1.00			
Incremental Delay, d2				1.4		0.0	0.0			
Delay (s)				4.0		0.3	0.0			
Level of Service				Α		А	Α			
Approach Delay (s)	0.0		4.0				0.1	0.0		
Approach LOS	А		А				А	А		
Intersection Summary										
HCM 2000 Control Delay			2.0	Н	CM 2000	Level of S	Service		Α	
HCM 2000 Volume to Capacit	y ratio		0.57							
Actuated Cycle Length (s)			68.9		um of los				6.0	
Intersection Capacity Utilization	n		65.6%	IC	JU Level	of Service	:		С	
Analysis Period (min)			15							
c Critical Lane Group										

	۶	•	4	†	ļ	4		
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations		1			∱ }	-		
Traffic Volume (vph)	0	319	0	0	1071	84		
Future Volume (vph)	0	319	0	0	1071	84		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width	10	14	10	10	11	10		
Total Lost time (s)	10	3.0	10	10	3.0	10		
Lane Util. Factor		1.00			0.95			
Frpb, ped/bikes		1.00			0.97			
Flpb, ped/bikes		1.00			1.00			
Frt		0.86			0.99			
Flt Protected		1.00			1.00			
Satd. Flow (prot)		1315			2736			
Flt Permitted		1.00			1.00			
Satd. Flow (perm)		1315			2736			
	0.00		0.00	0.00		0.00		
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88		
Adj. Flow (vph)	0	362	0	0	1217	95		
RTOR Reduction (vph)	0	27	0	0	1207	0		
Lane Group Flow (vph)	0	336	0	0	1307	0		
Confl. Peds. (#/hr)		86				104		
Confl. Bikes (#/hr)	20/	7	20/	20/	20/	45		
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%		
Parking (#/hr)		10			10	10		
Turn Type		Prot			NA			
Protected Phases		4			2			
Permitted Phases		4						
Actuated Green, G (s)		28.4			62.1			
Effective Green, g (s)		30.4			63.6			
Actuated g/C Ratio		0.30			0.64			
Clearance Time (s)		5.0			4.5			
Vehicle Extension (s)		2.0			0.2			
Lane Grp Cap (vph)		399			1740			
v/s Ratio Prot		c0.26			c0.48			
v/s Ratio Perm								
v/c Ratio		0.84			0.75			
Uniform Delay, d1		32.6			12.7			
Progression Factor		1.00			0.51			
Incremental Delay, d2		14.2			2.2			
Delay (s)		46.8			8.7			
Level of Service		D			Α			
Approach Delay (s)	46.8			0.0	8.7			
Approach LOS	D			Α	Α			
Intersection Summary								
HCM 2000 Control Delay			16.9	Н	CM 2000	Level of Service	В	
HCM 2000 Volume to Capac	city ratio		0.78	11	CIVI 2000	LOVEL OF DELVICE	U	
Actuated Cycle Length (s)	only rano		100.0	Çı	um of lost	time (s)	6.0	
Intersection Capacity Utiliza	tion		70.5%		U Level c		C.0	
Analysis Period (min)	uon		15	IC	O LEVEL C	JCI VICC	C	
c Critical Lane Group			10					
Cilical Latte Group								

	•	•	<u></u>	<u></u>	<u>_</u>	1	
Movement	▼ WBL	WBR	NBT	NBR	SBL	▼ SBT	
Lane Configurations	WDL	WDK	וטוו	NDK	JDL	- 3 1 ↑	
Traffic Volume (veh/h)	88	0	0	0	79	4 T 1080	
Future Volume (veh/h)	88	0	0	0	79	1080	
Number	7	14	U	U	5	2	
Initial Q (Qb), veh	0	0			0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00			1.00	1.00	
Adj Sat Flow, veh/h/ln	1676	0			1710	1676	
Adj Flow Rate, veh/h	114	0			103	1403	
Adj No. of Lanes	1	0			0	2	
Peak Hour Factor	0.77	0.77			0.77	0.77	
Percent Heavy Veh, %	2	0			2	2	
Cap, veh/h	0	0			216	2801	
Arrive On Green	0.01	0.00			0.97	0.97	
Sat Flow, veh/h	0				180	2964	
Grp Volume(v), veh/h	0.0				800	706	
Grp Sat Flow(s),veh/h/ln					1619	1449	
Q Serve(g_s), s					0.0	2.9	
Cycle Q Clear(g_c), s					2.7	2.9	
Prop In Lane					0.13		
Lane Grp Cap(c), veh/h					1611	1406	
V/C Ratio(X)					0.50	0.50	
Avail Cap(c_a), veh/h					1611	1406	
HCM Platoon Ratio					1.00	1.00	
Upstream Filter(I)					1.00	1.00	
Uniform Delay (d), s/veh					0.1	0.1	
Incr Delay (d2), s/veh					1.1	1.3	
Initial Q Delay(d3),s/veh					0.0	0.0	
%ile BackOfQ(50%),veh/ln					1.4	1.3	
LnGrp Delay(d),s/veh					1.2	1.4	
LnGrp LOS					A	A 150/	
Approach Vol, veh/h						1506	
Approach LOS						1.3	
Approach LOS						А	
Timer	1	2	3	4	5	6	
Assigned Phs		2					
Phs Duration (G+Y+Rc), s		100.0					
Change Period (Y+Rc), s		4.5					
Max Green Setting (Gmax), s		74.5					
Max Q Clear Time (g_c+l1), s		4.9					
Green Ext Time (p_c), s		0.3					
Intersection Summary							
HCM 2010 Ctrl Delay			1.3				
HCM 2010 LOS			Α				

	۶	→	•	€	—	•	•	†	<i>></i>	/	+	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ર્ન			ĵ»			4T>				
Traffic Volume (vph)	62	47	0	0	68	51	29	919	74	0	0	0
Future Volume (vph)	62	47	0	0	68	51	29	919	74	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	11	10	10	11	10	10	10	10	10	10	10
Total Lost time (s)		3.0			3.0			3.0				
Lane Util. Factor		1.00			1.00			0.95				
Frpb, ped/bikes		1.00			0.91			0.97				
Flpb, ped/bikes		0.91			1.00			0.99				
Frt		1.00			0.94			0.99				
Flt Protected		0.97			1.00			1.00				
Satd. Flow (prot)		1257			1216			2608				
Flt Permitted		0.78			1.00			1.00				
Satd. Flow (perm)		1011			1216			2608				
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	68	52	0.71	0	75	56	32	1010	81	0	0.71	0.71
RTOR Reduction (vph)	0	0	0	0	20	0	0	8	0	0	0	0
Lane Group Flow (vph)	0	120	0	0	111	0	0	1115	0	0	0	0
Confl. Peds. (#/hr)	200	120	200	200		200	200	1110	200	U	U	J
Confl. Bikes (#/hr)	200		20	200		20	200		20			
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Parking (#/hr)	5	5	270	270	5	5	10	10	10	270	270	270
Turn Type	Perm	NA			NA		Perm	NA	10			
Protected Phases	I CIIII	4			4		I CIIII	2				
Permitted Phases	4	7			7		2	2				
Actuated Green, G (s)	7	9.9			9.9			31.6				
Effective Green, g (s)		10.9			10.9			33.1				
Actuated g/C Ratio		0.22			0.22			0.66				
Clearance Time (s)		4.0			4.0			4.5				
Vehicle Extension (s)		2.0			2.0			0.2				
Lane Grp Cap (vph)		220			265			1726				
v/s Ratio Prot		220			0.09			1720				
v/s Ratio Perm		c0.12			0.09			0.43				
v/c Ratio		0.55			0.42			0.43				
Uniform Delay, d1		17.4			16.8			5.0				
Progression Factor		1.11			1.00			1.00				
Incremental Delay, d2		1.11			0.4			1.00				
Delay (s)		20.4			17.2			6.9				
Level of Service		20.4 C			17.2 B			0.9 A				
Approach Delay (s)		20.4			17.2			6.9			0.0	
Approach LOS		20.4 C			17.2 B			0.9 A			0.0 A	
Intersection Summary											, ,	
HCM 2000 Control Delay			9.0	Н	CM 2000	Level of S	Service		А			
HCM 2000 Volume to Capacit	v ratio		0.62	11	CIVI 2000	LOVOI OI V	J 51 V 100		/ \			
Actuated Cycle Length (s)	Jiano		50.02	Sı	um of lost	time (s)			6.0			
Intersection Capacity Utilization	n		52.3%			of Service			Α			
Analysis Period (min)	/II		15	10	O LOVOI (JI JOI VICE			A			
c Critical Lane Group			13									

	۶	→	•	€	←	•	•	†	<i>></i>	/	+	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			ĵ»			4T>				
Traffic Volume (vph)	24	15	0	0	52	25	19	1007	22	0	0	0
Future Volume (vph)	24	15	0	0	52	25	19	1007	22	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)		3.0			3.0			3.0				
Lane Util. Factor		1.00			1.00			0.95				
Frpb, ped/bikes		1.00			0.99			1.00				
Flpb, ped/bikes		0.99			1.00			1.00				
Frt		1.00			0.96			1.00				
Flt Protected		0.97			1.00			1.00				
Satd. Flow (prot)		1314			1295			2725				
Flt Permitted		0.81			1.00			1.00				
Satd. Flow (perm)		1097			1295			2725				
Peak-hour factor, PHF	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Adj. Flow (vph)	35	22	0	0	76	37	28	1481	32	0	0	0
RTOR Reduction (vph)	0	0	0	0	10	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	57	0	0	103	0	0	1539	0	0	0	0
Confl. Peds. (#/hr)	23	01	31	31	100	23	40	1007	68	U	U	J
Confl. Bikes (#/hr)	20		01	01		20	10		46			
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Parking (#/hr)	5	5	270	270	5	5	10	10	10	270	270	270
Turn Type	Perm	NA			NA		Perm	NA	10			
Protected Phases	I CIIII	4			4		I CIIII	2				
Permitted Phases	4				7		2	2				
Actuated Green, G (s)		9.8			9.8			31.7				
Effective Green, g (s)		10.8			10.8			33.2				
Actuated g/C Ratio		0.22			0.22			0.66				
Clearance Time (s)		4.0			4.0			4.5				
Vehicle Extension (s)		2.0			2.0			0.2				
Lane Grp Cap (vph)		236			279			1809				
v/s Ratio Prot		230			c0.08			1009				
v/s Ratio Perm		0.05			CU.00			0.56				
v/c Ratio		0.03			0.37			0.85				
Uniform Delay, d1		16.2			16.7			6.5				
Progression Factor		1.00			1.00			0.63				
Incremental Delay, d2		0.2			0.3			4.9				
Delay (s)		16.4			17.0			8.9				
Level of Service		10.4 B			17.0 B			0.9 A				
Approach Delay (s)		16.4			17.0			8.9			0.0	
Approach LOS		10.4 B			17.0 B			0.9 A			0.0 A	
Intersection Summary											, ,	
HCM 2000 Control Delay			9.7	Н	CM 2000	Level of	Service		A			
HCM 2000 Volume to Capaci	ty ratio		0.73		OW 2000	LCVCI OI V	JCI VICC		, , ,			
Actuated Cycle Length (s)	Grano		50.0	Sı	um of lost	time (s)			6.0			
Intersection Capacity Utilization	on		51.4%		CU Level (Α			
Analysis Period (min)	Oil		15	10	O LOVOI (or our vice						
c Critical Lane Group			10									

•	→	•	•	—	•	4	†	/	/	ţ	4
Movement EBI	. EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑ Ъ		ሻ	^					ሻ	^	7
Traffic Volume (vph)		204	191	793	0	0	0	0	61	709	181
Future Volume (vph)	686	204	191	793	0	0	0	0	61	709	181
Ideal Flow (vphpl) 1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width 10	10	10	10	10	10	10	10	10	10	10	12
Total Lost time (s)	3.0		3.0	3.0					3.0	3.0	3.0
Lane Util. Factor	*0.80		1.00	*0.90					1.00	0.95	1.00
Frpb, ped/bikes	0.93		1.00	1.00					1.00	1.00	0.68
Flpb, ped/bikes	1.00		1.00	1.00					0.69	1.00	1.00
Frt	0.97		1.00	1.00					1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00					0.95	1.00	1.00
Satd. Flow (prot)	2250		1486	2816					866	2750	825
Flt Permitted	1.00		0.16	1.00					0.95	1.00	1.00
Satd. Flow (perm)	2250		247	2816					866	2750	825
Peak-hour factor, PHF 0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)		210	197	818	0	0	0	0	63	731	187
RTOR Reduction (vph)) 19	0	0	0	0	0	0	0	0	0	89
Lane Group Flow (vph) (898	0	197	818	0	0	0	0	63	731	98
Confl. Peds. (#/hr) 61		197	197		61				249		225
Confl. Bikes (#/hr)		7			19						14
Heavy Vehicles (%) 2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Parking (#/hr)									10	10	10
Turn Type	NA		D.P+P	NA					Perm	NA	Perm
Protected Phases	2		3	23						4	
Permitted Phases			2						4		4
Actuated Green, G (s)	49.0		58.4	62.9					28.1	28.1	28.1
Effective Green, g (s)	50.5		61.4	64.4					29.6	29.6	29.6
Actuated g/C Ratio	0.50		0.61	0.64					0.30	0.30	0.30
Clearance Time (s)	4.5		4.5						4.5	4.5	4.5
Vehicle Extension (s)	0.2		1.0						1.0	1.0	1.0
Lane Grp Cap (vph)	1136		286	1813					256	814	244
v/s Ratio Prot	c0.40		c0.07	0.29						c0.27	
v/s Ratio Perm			0.35						0.07		0.12
v/c Ratio	0.79		0.69	0.45					0.25	0.90	0.40
Uniform Delay, d1	20.4		26.8	8.9					26.7	33.8	28.1
Progression Factor	1.00		0.77	0.38					0.94	0.97	0.88
Incremental Delay, d2	5.6		2.3	0.0					0.1	10.3	0.3
Delay (s)	26.0		23.0	3.5					25.4	43.1	24.9
Level of Service	С		С	Α					С	D	С
Approach Delay (s)	26.0			7.3			0.0			38.5	
Approach LOS	С			Α			Α			D	
Intersection Summary											
HCM 2000 Control Delay		23.7	Н	CM 2000	Level of S	Service		С			
HCM 2000 Volume to Capacity ratio		0.81									
Actuated Cycle Length (s)		100.0		um of lost				9.0			
Intersection Capacity Utilization		73.6%	IC	CU Level	of Service			D			
Analysis Period (min)		15									
c Critical Lane Group											

	ၨ	→	•	•	←	•	•	†	~	/	↓	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		^			† }		ሻ	^	7			
Traffic Volume (vph)	0	759	0	0	736	35	236	801	114	0	0	0
Future Volume (vph)	0	759	0	0	736	35	236	801	114	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)		3.0			3.0		3.0	3.0	3.5			
Lane Util. Factor		*0.70			*0.70		*0.80	*0.60	1.00			
Frpb, ped/bikes		1.00			0.99		1.00	1.00	0.66			
Flpb, ped/bikes		1.00			1.00		0.68	1.00	1.00			
Frt		1.00			0.99		1.00	1.00	0.85			
Flt Protected		1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)		2191			2155		684	1737	746			
Flt Permitted		1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)		2191			2155		684	1737	746			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	843	0	0	818	39	262	890	127	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	31	0	0	0
Lane Group Flow (vph)	0	843	0	0	855	0	262	890	96	0	0	0
Confl. Peds. (#/hr)	103		23	23		103	249		248			_
Confl. Bikes (#/hr)			3			19			61			
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Parking (#/hr)							10	10	10			
Turn Type		NA			NA		Perm	NA	Perm			
Protected Phases		2			2		1 01111	4	1 01111			
Permitted Phases		_			_		4	•	4			
Actuated Green, G (s)		40.5			40.5		50.5	50.5	50.5			
Effective Green, g (s)		42.0			42.0		52.0	52.0	51.5			
Actuated g/C Ratio		0.42			0.42		0.52	0.52	0.52			
Clearance Time (s)		4.5			4.5		4.5	4.5	4.5			
Vehicle Extension (s)		0.2			0.2		2.0	2.0	2.0			
Lane Grp Cap (vph)		920			905		355	903	384			
v/s Ratio Prot		0.38			c0.40		000	c0.51	301			
v/s Ratio Perm		0.00			00.10		0.38	00.01	0.13			
v/c Ratio		0.92			0.94		0.74	0.99	0.25			
Uniform Delay, d1		27.3			27.9		18.7	23.6	13.5			
Progression Factor		0.61			1.00		0.68	0.73	0.77			
Incremental Delay, d2		11.8			19.1		4.1	19.4	0.1			
Delay (s)		28.4			47.0		16.9	36.7	10.5			
Level of Service		C			D		В	D	В			
Approach Delay (s)		28.4			47.0			30.0			0.0	
Approach LOS		C			D			С			A	
Intersection Summary												
HCM 2000 Control Delay			34.5	H	CM 2000	Level of S	Service		С			
HCM 2000 Volume to Capacity	v ratio		0.97									
Actuated Cycle Length (s)	,		100.0	Si	um of lost	time (s)			6.0			
Intersection Capacity Utilizatio	n		73.6%		U Level		!		D			
Analysis Period (min)			15		, 207010	2 3. 1100						
c Critical Lane Group			.0									

	ၨ	→	•	•	←	•	•	†	~	/	+	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		1•			4						€ÎÞ	
Traffic Volume (vph)	0	89	54	153	62	0	0	0	0	57	712	29
Future Volume (vph)	0	89	54	153	62	0	0	0	0	57	712	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)		3.0			3.0						3.0	
Lane Util. Factor		1.00			1.00						0.95	
Frpb, ped/bikes		0.92			1.00						0.99	
Flpb, ped/bikes		1.00			0.89						0.97	
Frt		0.95			1.00						0.99	
Flt Protected		1.00			0.97						1.00	
Satd. Flow (prot)		1199			1179						2618	
Flt Permitted		1.00			0.71						1.00	
Satd. Flow (perm)		1199			868						2618	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	94	57	161	65	0	0	0	0	60	749	31
RTOR Reduction (vph)	0	21	0	0	0	0	0	0	0	0	5	0
Lane Group Flow (vph)	0	130	0	0	226	0	0	0	0	0	835	0
Confl. Peds. (#/hr)			200	200		Ū	J	· ·		200		200
Confl. Bikes (#/hr)			20			20			20			20
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Parking (#/hr)	270	5	5	5	5	270	270	2,0	2,0	10	10	10
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4		1 01111	4					1 01111	2	
Permitted Phases		•		4	•					2		
Actuated Green, G (s)		16.4			16.4						24.1	
Effective Green, g (s)		18.4			18.4						25.6	
Actuated g/C Ratio		0.37			0.37						0.51	
Clearance Time (s)		5.0			5.0						4.5	
Vehicle Extension (s)		4.0			4.0						0.2	
Lane Grp Cap (vph)		441			319						1340	
v/s Ratio Prot		0.11			317						1340	
v/s Ratio Prot v/s Ratio Perm		0.11			c0.26						0.32	
v/c Ratio		0.29			0.71						0.62	
Uniform Delay, d1		11.2			13.5						8.7	
Progression Factor		1.00			0.69						0.65	
Incremental Delay, d2		0.5			6.2						1.6	
Delay (s)		11.7			15.6						7.3	
Level of Service		В			В						7.5 A	
Approach Delay (s)		11.7			15.6			0.0			7.3	
Approach LOS		В			В			Α			Α.5	
Intersection Summary												
HCM 2000 Control Delay			9.4	Н	CM 2000	Level of S	Service		А			
HCM 2000 Volume to Capacit	tv ratio		0.66									
Actuated Cycle Length (s)	.,		50.0	Si	um of lost	time (s)			6.0			
Intersection Capacity Utilization	on		61.4%			of Service			В			
Analysis Period (min)	•		15		2 20701	2 3. 7100						
c Critical Lane Group			, ,									

	۶	→	•	€	←	•	4	†	<i>></i>	/	+	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			ĵ.			4T>				
Traffic Volume (vph)	52	92	0	0	127	113	70	786	79	0	0	0
Future Volume (vph)	52	92	0	0	127	113	70	786	79	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)		3.0			3.0			3.0				
Lane Util. Factor		1.00			1.00			0.95				
Frpb, ped/bikes		1.00			0.89			0.97				
Flpb, ped/bikes		0.95			1.00			0.97				
Frt		1.00			0.94			0.99				
Flt Protected		0.98			1.00			1.00				
Satd. Flow (prot)		1280			1142			2549				
Flt Permitted		0.83			1.00			1.00				
Satd. Flow (perm)		1075			1142			2549				
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	56	99	0	0	137	122	75	845	85	0	0	0
RTOR Reduction (vph)	0	0	0	0	29	0	0	12	0	0	0	0
Lane Group Flow (vph)	0	155	0	0	230	0	0	993	0	0	0	0
Confl. Peds. (#/hr)	200		200	200	200	200	200	,,,	200			J
Confl. Bikes (#/hr)			20	200		20			20			
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Parking (#/hr)	5	5	270	270	5	5	10	10	10	270	2,0	270
Turn Type	Perm	NA			NA		Perm	NA	10			
Protected Phases	1 Cilli	4			4		T CITII	2				
Permitted Phases	4	7			7		2	2				
Actuated Green, G (s)	7	13.0			13.0			28.0				
Effective Green, g (s)		14.5			14.5			29.5				
Actuated g/C Ratio		0.29			0.29			0.59				
Clearance Time (s)		4.5			4.5			4.5				
Vehicle Extension (s)		2.0			2.0			0.2				
Lane Grp Cap (vph)		311			331			1503				
v/s Ratio Prot		311			c0.20			1303				
v/s Ratio Perm		0.14			00.20			0.39				
v/c Ratio		0.50			0.69			0.66				
Uniform Delay, d1		14.7			15.8			6.9				
Progression Factor		0.75			1.00			1.10				
Incremental Delay, d2		0.73			5.0			0.9				
Delay (s)		11.4			20.8			8.5				
Level of Service		В			20.0 C			Α				
Approach Delay (s)		11.4			20.8			8.5			0.0	
Approach LOS		В			20.0 C			Α			Α	
Intersection Summary												
HCM 2000 Control Delay			11.1	Н	CM 2000	Level of S	Service		В			
HCM 2000 Volume to Capaci	tv ratio		0.67									
Actuated Cycle Length (s)	,		50.0	Sı	um of lost	time (s)			6.0			
Intersection Capacity Utilization	on		70.3%		:U Level		!		С			
Analysis Period (min)			15	, ,								
c Critical Lane Group			-									

	۶	→	•	•	←	•	•	†	~	/	Ţ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ተ ኈ			41						4₽	7
Traffic Volume (veh/h)	0	646	72	80	783	0	0	0	0	81	606	95
Future Volume (veh/h)	0	646	72	80	783	0	0	0	0	81	606	95
Number	1	6	16	5	2	12				3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		1.00				1.00		0.93
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	1.00				0.85	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1710	1744	1710	1676	0				1710	1676	1676
Adj Flow Rate, veh/h	0	710	79	88	860	0				89	666	104
Adj No. of Lanes	0	2	0	0	2	0				0	2	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	941	105	45	557	0				158	1252	621
Arrive On Green	0.00	0.34	0.34	0.94	0.94	0.00				0.47	0.47	0.47
Sat Flow, veh/h	0	2821	304	8	1798	0				337	2664	1322
Grp Volume(v), veh/h	0	421	368	572	376	0				372	383	104
Grp Sat Flow(s),veh/h/ln	0	1625	1415	276	918	0				1408	1593	1322
Q Serve(g_s), s	0.0	23.0	23.0	30.8	13.6	0.0				19.0	16.8	4.5
Cycle Q Clear(g_c), s	0.0	23.0	23.0	30.8	13.6	0.0				19.0	16.8	4.5
Prop In Lane	0.00	550	0.21	0.15	400	0.00				0.24	7.40	1.00
Lane Grp Cap(c), veh/h	0	559	487	0	432	0				662	749	621
V/C Ratio(X)	0.00	0.75	0.76	0.00	0.87	0.00				0.56	0.51	0.17
Avail Cap(c_a), veh/h	0	559	487	0	432	0				662	749	621
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	29.0	29.1	0.0	2.0	0.0				19.1 3.4	18.5	15.2
Incr Delay (d2), s/veh	0.0	9.1	10.4 0.0	0.0	20.8	0.0				0.0	2.5 0.0	0.6
Initial Q Delay(d3),s/veh %ile BackOfQ(50%),veh/ln	0.0	0.0 11.7	10.4	0.0	5.0	0.0				8.0	7.9	1.7
LnGrp Delay(d),s/veh	0.0	38.2	39.5	0.0	22.8	0.0				22.5	21.0	15.8
LnGrp LOS	0.0	30.2 D	39.5 D	0.0	22.0 C	0.0				22.5 C	21.0 C	13.6 B
		789	D		948					<u> </u>	859	В
Approach Vol, veh/h		38.8			948							
Approach Delay, s/veh Approach LOS		38.8 D			9. I A						21.0 C	
Approacti LOS		D			А						C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		50.0				37.4		50.0				
Change Period (Y+Rc), s		4.5				* 4.5		4.5				
Max Green Setting (Gmax), s		45.5				* 33		45.5				
Max Q Clear Time (g_c+I1), s		32.8				25.0		21.0				
Green Ext Time (p_c), s		0.2				0.2		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			22.1									
HCM 2010 LOS			С									
Notes												

	•	→	•	•	←	•	•	†	~	\	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4₽			^			€ 1₽				
Traffic Volume (veh/h)	151	588	0	0	691	48	186	684	46	0	0	0
Future Volume (veh/h)	151	588	0	0	691	48	186	684	46	0	0	0
Number	1	6	16	5	2	12	7	4	14			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.96	1.00		0.90			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.88	0.85	1.00	0.85			
Adj Sat Flow, veh/h/ln	1710	1676	0	0	1676	1710	1710	1676	1710			
Adj Flow Rate, veh/h	170	661	0	0	776	54	209	769	52			
Adj No. of Lanes	0	2	0	0	2	0	0	2	0			
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	51	553	0	0	958	67	191	743	52			
Arrive On Green	1.00	1.00	0.00	0.00	0.34	0.32	0.12	0.12	0.12			
Sat Flow, veh/h	1	1580	0	0	2903	196	539	2092	147			
Grp Volume(v), veh/h	439	392	0	0	438	392	543	0	487			
Grp Sat Flow(s),veh/h/ln	56	916	0	0	1593	1422	1398	0	1380			
Q Serve(g_s), s	16.4	0.0	0.0	0.0	25.1	25.1	35.5	0.0	35.3			
Cycle Q Clear(g_c), s	16.4	0.0	0.0	0.0	25.1	25.1	35.5	0.0	35.3			
Prop In Lane	0.39		0.00	0.00		0.14	0.39		0.11			
Lane Grp Cap(c), veh/h	0	522	0	0	542	484	496	0	490			
V/C Ratio(X)	0.00	0.75	0.00	0.00	0.81	0.81	1.09	0.00	0.99			
Avail Cap(c_a), veh/h	0	522	0	0	542	484	496	0	490			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	30.0	30.2	44.0	0.0	44.0			
Incr Delay (d2), s/veh	0.0	9.6	0.0	0.0	12.3	13.7	68.1	0.0	39.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	1.4	0.0	0.0	12.8	11.6	23.1	0.0	18.9			
LnGrp Delay(d),s/veh	0.0	9.6	0.0	0.0	42.4	43.8	112.2	0.0	83.5			
LnGrp LOS		Α			D	D	F		F			
Approach Vol, veh/h		831			830			1030				
Approach Delay, s/veh		4.5			43.1			98.6				
Approach LOS		Α			D			F				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		37.0		40.0		60.0						
Change Period (Y+Rc), s		* 4.5		4.5		4.5						
Max Green Setting (Gmax), s		* 33		35.5		55.5						
Max Q Clear Time (g_c+l1), s		27.1		37.5		18.4						
Green Ext Time (p_c), s		0.2		0.0		0.3						
Intersection Summary												
HCM 2010 Ctrl Delay			52.4									
HCM 2010 LOS			D									_
Notes												

Intersection												
Int Delay, s/veh	1.1											
,												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	50	22	32	15	0	0	0	0	17	715	20
Future Vol, veh/h	0	50	22	32	15	0	0	0	0	17	715	20
Conflicting Peds, #/hr	36	0	33	33	0	36	0	0	0	11	0	21
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	56	25	36	17	0	0	0	0	19	803	22
Major/Minor	Minor2			Minor1						Major2		
Conflicting Flow All	933	925	448	540	936	57				36	0	0
Stage 1	889	889	-	36	36	-				-	-	_
Stage 2	44	36	_	504	900	_				_	_	_
Critical Hdwy	6.84	6.54	6.94	6.84	6.54	_				-	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	_				-	-	_
Critical Hdwy Stg 2	-	_	-	5.84	5.54	-				-	-	_
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	-				-	-	-
Pot Cap-1 Maneuver	265	268	558	472	264	-				-	-	-
Stage 1	362	360	-	-	-	-				-	-	
Stage 2	-	-	-	572	355	-				-	-	-
Platoon blocked, %											-	-
Mov Cap-1 Maneuver	249	0	541	458	0	-				-	-	-
Mov Cap-2 Maneuver	249	0	-	458	0	-				-	-	-
Stage 1	351	0	-	-	0	-				-	-	-
Stage 2	-	0	-	572	0	-				-	-	-
Approach	EB			WB						SB		
HCM Control Delay, s	12.8			VVD								
HCM LOS	В			_								
TIOW E03												
Minor Lane/Major Mvmt	EBLn1V	VRI n1	SBL	SBT SBR								
Capacity (veh/h)	541	VDLIII	JDL	JUI JUK								
HCM Lane V/C Ratio	0.15	-	-	-								
	12.8	-	-									
HCM Control Delay (s) HCM Lane LOS		-	-									
HCM 95th %tile Q(veh)	B 0.5	-	-									
HOW YOU WILLE (VEI)	0.5	-	-									

	_#	→	•	•	←	€.	•	7	<i>></i>	₹	~	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	NBR2	SWL	SWR	
Lane Configurations	ሻ	^						76				
Traffic Volume (vph)	31	265	0	0	0	0	0	785	45	0	0	
Future Volume (vph)	31	265	0	0	0	0	0	785	45	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	16	16	12	12	12	12	12	10	10	12	12	
Total Lost time (s)	4.5	4.5						7.5				
Lane Util. Factor	1.00	1.00						0.88				
Frpb, ped/bikes	1.00	1.00						1.00				
Flpb, ped/bikes	0.98	1.00						1.00				
Frt	1.00	1.00						0.85				
Flt Protected	0.95	1.00						1.00				
Satd. Flow (prot)	1958	1847						2406				
Flt Permitted	0.95	1.00						1.00				
Satd. Flow (perm)	1958	1847						2406				
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	
Adj. Flow (vph)	37	315	0	0	0	0	0	935	54	0	0	
RTOR Reduction (vph)	26	0	0	0	0	0	0	6	0	0	0	
Lane Group Flow (vph)	11	315	0	0	0	0	0	983	0	0	0	
Confl. Peds. (#/hr)	13	010	U	O .	J	U	U	700	59	· ·	U	
Confl. Bikes (#/hr)	13		8						56			
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	
Parking (#/hr)	270	5	5	270	270	270	270	10	10	270	270	
Turn Type	Perm	NA	<u> </u>					Prot	10			
Protected Phases	r Cilli	4						2				
Permitted Phases	4	4						2				
Actuated Green, G (s)	33.4	33.4						64.6				
Effective Green, g (s)	33.4	33.4						64.6				
Actuated g/C Ratio	0.30	0.30						0.59				
Clearance Time (s)	4.5	4.5						7.5				
Vehicle Extension (s)	2.0	2.0						0.2				
Lane Grp Cap (vph) v/s Ratio Prot	594	560						1412				
	0.01	c0.17						c0.41				
v/s Ratio Perm	0.01	0.57						0.70				
v/c Ratio	0.02	0.56						0.70				
Uniform Delay, d1	26.8	32.2						15.8				
Progression Factor	0.20	0.63						1.00				
Incremental Delay, d2	0.0	0.7						2.9				
Delay (s)	5.5	21.0						18.7				
Level of Service	А	C			0.0		10.7	В		0.0		
Approach Delay (s)		19.3			0.0		18.7			0.0		
Approach LOS		В			А		В			А		
Intersection Summary			40.5		0140000							
HCM 2000 Control Delay			18.9	H	CM 2000	Level of S	service		В			
HCM 2000 Volume to Capac	ity ratio		0.65									
Actuated Cycle Length (s)			110.0		um of lost				12.0			
Intersection Capacity Utilizati	on		53.0%	IC	U Level c	of Service			Α			
Analysis Period (min)			15									
c Critical Lane Group												

	۶	→	7	*	←	•	/	لِر	7	*	<i>></i>	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL2	NEL	NER	
Lane Configurations					ĵ.					ሽኘ		
Traffic Volume (vph)	0	0	0	0	279	81	0	0	134	682	0	
Future Volume (vph)	0	0	0	0	279	81	0	0	134	682	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)					4.5					7.5		
Lane Util. Factor					1.00					0.97		
Frpb, ped/bikes					0.99					1.00		
Flpb, ped/bikes					1.00					0.93		
Frt					0.97					1.00		
Flt Protected					1.00					0.95		
Satd. Flow (prot)					1558					3178		
Flt Permitted					1.00					0.95		
Satd. Flow (perm)					1558					3178		
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	
Adj. Flow (vph)	0.04	0.04	0.04	0.04	332	96	0.04	0.04	160	812	0.04	
RTOR Reduction (vph)	0	0	0	0	10	0	0	0	0	13	0	
Lane Group Flow (vph)	0	0	0	0	418	0	0	0	0	959	0	
Confl. Peds. (#/hr)		Ü	, ,	Ü	110	13		, ,	23	707	· ·	
Confl. Bikes (#/hr)						40			20			
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	
Parking (#/hr)	270	270	270	270	5	5	270	270	270	270	270	
Turn Type					NA				Perm	Prot		
Protected Phases					4				I CIIII	2		
Permitted Phases					4				2			
Actuated Green, G (s)					33.4				2	64.6		
Effective Green, g (s)					33.4					64.6		
Actuated g/C Ratio					0.30					0.59		
Clearance Time (s)					4.5					7.5		
Vehicle Extension (s)					2.0					0.2		
Lane Grp Cap (vph)					473					1866		
v/s Ratio Prot					c0.27					1000		
v/s Ratio Perm					CU.27					0.30		
v/c Ratio					0.88					0.50		
Uniform Delay, d1												
					36.4 1.00					13.4 0.08		
Progression Factor					17.0					0.08		
Incremental Delay, d2												
Delay (s) Level of Service					53.4 D					1.8		
		0.0			53.4		0.0			A 1.8		
Approach Delay (s) Approach LOS		0.0 A			53.4 D		0.0 A			1.8 A		
Approacti LOS		А			D		А			А		
Intersection Summary												
HCM 2000 Control Delay			17.6	H	CM 2000	Level of S	Service		В			
HCM 2000 Volume to Capacity	y ratio		0.64									
Actuated Cycle Length (s)			110.0		um of lost				12.0			
Intersection Capacity Utilization	n		53.2%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									
c Critical Lane Group												

	•	→	•	•	←	•	1	†	/	/	+	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		1>								ሻ	^	
Traffic Volume (vph)	0	220	104	0	0	0	0	0	0	77	688	0
Future Volume (vph)	0	220	104	0	0	0	0	0	0	77	688	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	16	16	12	12	12	12	12	12	13	13	13
Total Lost time (s)		5.0								5.0	5.0	
Lane Util. Factor		1.00								1.00	0.95	
Frpb, ped/bikes		0.94								1.00	1.00	
Flpb, ped/bikes		1.00								0.81	1.00	
Frt		0.96								1.00	1.00	
Flt Protected		1.00								0.95	1.00	
Satd. Flow (prot)		1659								1482	3657	
Flt Permitted		1.00								0.95	1.00	
Satd. Flow (perm)		1659								1482	3657	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	227	107	0	0	0	0	0	0	79	709	0
RTOR Reduction (vph)	0	15	0	0	0	0	0	0	0	37	0	0
Lane Group Flow (vph)	0	319	0	0	0	0	0	0	0	42	709	0
Confl. Peds. (#/hr)			200							200		
Confl. Bikes (#/hr)			20									20
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Parking (#/hr)		5	5									
Turn Type		NA								Perm	NA	
Protected Phases		3									2	
Permitted Phases		3								2		
Actuated Green, G (s)		42.0								58.0	58.0	
Effective Green, g (s)		42.0								58.0	58.0	
Actuated g/C Ratio		0.38								0.53	0.53	
Clearance Time (s)		5.0								5.0	5.0	
Lane Grp Cap (vph)		633								781	1928	
v/s Ratio Prot		c0.19									c0.19	
v/s Ratio Perm										0.03		
v/c Ratio		0.50								0.05	0.37	
Uniform Delay, d1		26.0								12.6	15.2	
Progression Factor		1.00								0.00	0.08	
Incremental Delay, d2		2.8								0.1	0.5	
Delay (s)		28.9								0.1	1.8	
Level of Service		С								Α	Α	
Approach Delay (s)		28.9			0.0			0.0			1.6	
Approach LOS		С			Α			Α			Α	
Intersection Summary												
HCM 2000 Control Delay			9.7	Н	CM 2000	Level of S	Service		А			
HCM 2000 Volume to Capacity	y ratio		0.44									
Actuated Cycle Length (s)	,		110.0	Si	um of lost	time (s)			14.0			
Intersection Capacity Utilizatio	n		119.2%			of Service			Н			
Analysis Period (min)			15		,,,,,							
c Critical Lane Group												

	۶	→	\rightarrow	•	•	•	•	†	/	>	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				ሻ	†						∱ }	
Traffic Volume (vph)	0	0	0	55	356	0	0	0	0	0	710	23
Future Volume (vph)	0	0	0	55	356	0	0	0	0	0	710	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	16	16	10	12	10	12	10	10	10
Total Lost time (s)				5.0	5.0						9.0	
Lane Util. Factor				1.00	1.00						0.95	
Frt				1.00	1.00						1.00	
Flt Protected				0.95	1.00						1.00	
Satd. Flow (prot)				2006	1847						3041	
Flt Permitted				0.95	1.00						1.00	
Satd. Flow (perm)				2006	1847						3041	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	57	367	0	0	0	0	0	732	24
RTOR Reduction (vph)	0	0	0	35	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	0	0	22	367	0	0	0	0	0	754	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Parking (#/hr)					5						10	10
Turn Type				Perm	NA						NA	
Protected Phases					3						1	
Permitted Phases				3								
Actuated Green, G (s)				42.0	42.0						54.0	
Effective Green, g (s)				42.0	42.0						54.0	
Actuated g/C Ratio				0.38	0.38						0.49	
Clearance Time (s)				5.0	5.0						9.0	
Lane Grp Cap (vph)				765	705						1492	
v/s Ratio Prot					c0.20						c0.25	
v/s Ratio Perm				0.01								
v/c Ratio				0.03	0.52						0.51	
Uniform Delay, d1				21.2	26.2						19.0	
Progression Factor				0.35	0.58						1.00	
Incremental Delay, d2				0.1	2.0						1.2	
Delay (s)				7.4	17.3						20.2	
Level of Service		0.0		А	B			0.0			C	
Approach LOS		0.0			16.0			0.0			20.2	
Approach LOS		А			В			А			С	
Intersection Summary												
HCM 2000 Control Delay			18.7	H	CM 2000	Level of S	Service		В			
HCM 2000 Volume to Capac	ity ratio	atio 0.51										
Actuated Cycle Length (s)			110.0		um of lost				14.0			
Intersection Capacity Utilizat	ion		115.3%	IC	:U Level o	of Service			Н			
Analysis Period (min)			15									

	۶	→	•	•	—	•	•	†	~	/	+	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		1>			4						€ÎÞ	
Traffic Volume (vph)	0	49	18	65	66	0	0	0	0	193	710	17
Future Volume (vph)	0	49	18	65	66	0	0	0	0	193	710	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)		4.5			4.5						4.5	
Lane Util. Factor		1.00			1.00						0.95	
Frpb, ped/bikes		0.91			1.00						0.99	
Flpb, ped/bikes		1.00			0.86						0.88	
Frt		0.96			1.00						1.00	
Flt Protected		1.00			0.98						0.99	
Satd. Flow (prot)		1341			1279						2639	
Flt Permitted		1.00			0.81						0.99	
Satd. Flow (perm)		1341			1060						2639	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	53	19	70	71	0	0	0	0	208	763	18
RTOR Reduction (vph)	0	16	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	56	0	0	141	0	0	0	0	0	988	0
Confl. Peds. (#/hr)	200		200	200		200	· ·	· ·		200	700	200
Confl. Bikes (#/hr)			20			20				200		20
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Parking (#/hr)	2,0	5	5	5	5	270	270	2,0	2,0	10	10	10
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4		1 01111	4					1 01111	2	
Permitted Phases		•		4	•					2	_	
Actuated Green, G (s)		16.0			16.0						65.0	
Effective Green, g (s)		16.0			16.0						65.0	
Actuated g/C Ratio		0.18			0.18						0.72	
Clearance Time (s)		4.5			4.5						4.5	
Vehicle Extension (s)		2.0			2.0						0.2	
Lane Grp Cap (vph)		238			188						1905	
v/s Ratio Prot		0.04			100						1703	
v/s Ratio Perm		0.04			c0.13						0.37	
v/c Ratio		0.24			0.75						0.52	
Uniform Delay, d1		31.8			35.1						5.6	
Progression Factor		1.00			1.00						0.28	
Incremental Delay, d2		0.2			13.8						0.1	
Delay (s)		31.9			48.9						1.7	
Level of Service		C			D						Α	
Approach Delay (s)		31.9			48.9			0.0			1.7	
Approach LOS		C			70.7 D			Α			Α	
Intersection Summary												
HCM 2000 Control Delay			9.0	Н	CM 2000	Level of S	Service		А			
HCM 2000 Volume to Capacii	ty ratio		0.56	- ''	000	_5.5.67	2		,,			
Actuated Cycle Length (s)	.,		90.0	Si	um of lost	time (s)			9.0			
Intersection Capacity Utilization	on		47.2%			of Service			λ.0			
Analysis Period (min)			15	10	. J 20001 (J. 501 VI66						
c Critical Lane Group			10									

	۶	→	•	•	←	•	1	†	<i>></i>	/	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		f)		7	^						€ 1}	
Traffic Volume (veh/h)	0	504	137	141	503	0	0	0	0	146	671	143
Future Volume (veh/h)	0	504	137	141	503	0	0	0	0	146	671	143
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		1.00				1.00		0.85
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	1.00				0.85	1.00	0.85
Adj Sat Flow, veh/h/ln	0	1676	1710	1676	1676	0				1710	1676	1710
Adj Flow Rate, veh/h	0	509	138	142	508	0				147	678	144
Adj No. of Lanes	0	1	0	1	1	0				0	2	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	2	2	2	2	0				0	2	0
Cap, veh/h	0	475	129	201	922	0				140	673	151
Arrive On Green	0.00	0.44	0.42	0.15	1.00	0.00				0.12	0.12	0.12
Sat Flow, veh/h	0	1091	296	1597	1676	0				387	1863	417
Grp Volume(v), veh/h	0	0	647	142	508	0				533	0	436
Grp Sat Flow(s), veh/h/ln	0	0	1387	1597	1676	0				1406	0	1262
Q Serve(q_s), s	0.0	0.0	39.2	4.3	0.0	0.0				32.5	0.0	30.9
Cycle Q Clear(g_c), s	0.0	0.0	39.2	4.3	0.0	0.0				32.5	0.0	30.9
Prop In Lane	0.00		0.21	1.00		0.00				0.28		0.33
Lane Grp Cap(c), veh/h	0	0	604	201	922	0				508	0	456
V/C Ratio(X)	0.00	0.00	1.07	0.71	0.55	0.00				1.05	0.00	0.96
Avail Cap(c_a), veh/h	0	0	604	227	922	0				508	0	456
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	1.00	0.09	0.09	0.00				0.87	0.00	0.87
Uniform Delay (d), s/veh	0.0	0.0	25.5	18.6	0.0	0.0				39.6	0.0	38.9
Incr Delay (d2), s/veh	0.0	0.0	57.1	0.6	0.2	0.0				51.3	0.0	29.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	24.5	1.9	0.1	0.0				19.9	0.0	14.6
LnGrp Delay(d),s/veh	0.0	0.0	82.6	19.2	0.2	0.0				90.9	0.0	68.7
LnGrp LOS			F	В	Α					F		Е
Approach Vol, veh/h		647			650						969	
Approach Delay, s/veh		82.6			4.4						80.9	
Approach LOS		F			Α						F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	10.3	42.7		37.0		53.0						
Change Period (Y+Rc), s	3.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	8.3	36.7		32.5		48.5						
Max Q Clear Time (q_c+l1), s	6.3	41.2		34.5		2.0						
Green Ext Time (p_c), s	0.0	0.0		0.0		0.3						
Intersection Summary												
HCM 2010 Ctrl Delay			59.4									-
HCM 2010 LOS			Ε									

	•	→	•	•	←	•	•	†	<i>></i>	\	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	J.	†			†	7		413-				
Traffic Volume (veh/h)	129	591	0	0	697	121	77	698	163	0	0	0
Future Volume (veh/h)	129	591	0	0	697	121	77	698	163	0	0	0
Number	5	2	12	1	6	16	7	4	14			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.91	1.00		0.87			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.88	0.85	1.00	0.85			
Adj Sat Flow, veh/h/ln	1676	1676	0	0	1676	1676	1710	1676	1710			
Adj Flow Rate, veh/h	133	609	0	0	719	125	79	720	168			
Adj No. of Lanes	1	1	0	0	1	1	0	2	0			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	282	1015	0	0	824	545	66	624	154			
Arrive On Green	0.17	1.00	0.00	0.00	0.49	0.48	0.32	0.32	0.31			
Sat Flow, veh/h	1597	1676	0	0	1676	1134	209	1971	488			
Grp Volume(v), veh/h	133	609	0	0	719	125	536	0	431			
Grp Sat Flow(s),veh/h/ln	1597	1676	0	0	1676	1134	1415	0	1252			
Q Serve(g_s), s	3.3	0.0	0.0	0.0	34.4	5.8	28.5	0.0	28.5			
Cycle Q Clear(g_c), s	3.3	0.0	0.0	0.0	34.4	5.8	28.5	0.0	28.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.15		0.39			
Lane Grp Cap(c), veh/h	282	1015	0	0	824	545	448	0	397			
V/C Ratio(X)	0.47	0.60	0.00	0.00	0.87	0.23	1.20	0.00	1.09			
Avail Cap(c_a), veh/h	286	1015	0	0	824	545	448	0	397			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	15.5	0.0	0.0	0.0	20.4	13.6	30.8	0.0	30.9			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	12.3	1.0	108.0	0.0	70.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.5	0.1	0.0	0.0	18.6	2.0	24.5	0.0	17.6			
LnGrp Delay(d),s/veh	15.5	0.2	0.0	0.0	32.6	14.6	138.7	0.0	101.8			
LnGrp LOS	В	А			С	В	F		F			
Approach Vol, veh/h		742			844			967				
Approach Delay, s/veh		3.0			30.0			122.3				
Approach LOS		А			С			F				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		58.0		32.0	10.2	47.8						
Change Period (Y+Rc), s		4.5		4.5	3.5	4.5						
Max Green Setting (Gmax), s		53.5		27.5	7.0	43.0						
Max Q Clear Time (g_c+l1), s		2.0		30.5	5.3	36.4						
Green Ext Time (p_c), s		0.4		0.0	0.0	0.3						
Intersection Summary												
HCM 2010 Ctrl Delay			57.1									
HCM 2010 LOS			Е									

	۶	→	•	•	—	4	•	†	~	/	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		£			4						41₽	7
Traffic Volume (vph)	0	254	185	11	112	0	0	0	0	9	710	170
Future Volume (vph)	0	254	185	11	112	0	0	0	0	9	710	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)		4.5			4.5						4.5	4.5
Lane Util. Factor		1.00			1.00						0.95	1.00
Frpb, ped/bikes		0.96			1.00						1.00	0.95
Flpb, ped/bikes		1.00			1.00						1.00	1.00
Frt		0.94			1.00						1.00	0.85
Flt Protected		1.00			1.00						1.00	1.00
Satd. Flow (prot)		1345			1471						2964	1358
Flt Permitted		1.00			0.96						1.00	1.00
Satd. Flow (perm)		1345			1415						2964	1358
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	265	193	11	117	0	0	0	0	9	740	177
RTOR Reduction (vph)	0	37	0	0	0	0	0	0	0	0	0	43
Lane Group Flow (vph)	0	421	0	0	128	0	0	0	0	0	749	134
Confl. Peds. (#/hr)	25		37	37		25				17		9
Confl. Bikes (#/hr)			3			1						8
Parking (#/hr)		5	5	5	5					10	10	
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			4						2	
Permitted Phases				4						2		2
Actuated Green, G (s)		34.1			34.1						46.9	46.9
Effective Green, g (s)		34.1			34.1						46.9	46.9
Actuated g/C Ratio		0.38			0.38						0.52	0.52
Clearance Time (s)		4.5			4.5						4.5	4.5
Vehicle Extension (s)		2.0			2.0						0.2	0.2
Lane Grp Cap (vph)		509			536						1544	707
v/s Ratio Prot		c0.31										
v/s Ratio Perm					0.09						0.25	0.10
v/c Ratio		0.83			0.24						0.49	0.19
Uniform Delay, d1		25.3			19.1						13.8	11.5
Progression Factor		1.00			1.00						0.20	0.08
Incremental Delay, d2		10.2			0.1						1.0	0.6
Delay (s)		35.5			19.2						3.8	1.5
Level of Service		D			В						А	A
Approach Delay (s)		35.5			19.2			0.0			3.3	
Approach LOS		D			В			Α			А	
Intersection Summary												
HCM 2000 Control Delay			14.4	Н	CM 2000	Level of S	Service		В			
HCM 2000 Volume to Capacity	ratio		0.63		2000	2070101	2.7100					
Actuated Cycle Length (s)	14110		90.0	S	um of lost	time (s)			9.0			
Intersection Capacity Utilization	1					of Service			Α			
Analysis Period (min)			15	10	.5 20001	. Oct 1100			,,			
c Critical Lane Group												

	۶	→	•	•	←	•	1	†	<i>></i>	/	+	-√
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ર્ન			₽			€ Î∌				
Traffic Volume (vph)	209	64	0	0	18	8	96	828	10	0	0	0
Future Volume (vph)	209	64	0	0	18	8	96	828	10	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)		4.0			4.0			4.5				
Lane Util. Factor		1.00			1.00			0.95				
Frpb, ped/bikes		1.00			0.99			1.00				
Flpb, ped/bikes		0.99			1.00			1.00				
Frt		1.00			0.96			1.00				
Flt Protected		0.96			1.00			0.99				
Satd. Flow (prot)		1404			1406			2943				
Flt Permitted		0.76			1.00			0.99				
Satd. Flow (perm)		1106			1406			2943				
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	220	67	0	0	19	8	101	872	11	0	0	0
RTOR Reduction (vph)	0	0	0	0	5	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	287	0	0	22	0	0	983	0	0	0	0
Confl. Peds. (#/hr)	19		5	5		19	5		14			
Confl. Bikes (#/hr)			2			1			18			
Parking (#/hr)	5	5			5	5	10	10	10			
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			4			2				
Permitted Phases	4						2					
Actuated Green, G (s)		17.4			17.4			29.1				
Effective Green, g (s)		17.4			17.4			29.1				
Actuated g/C Ratio		0.32			0.32			0.53				
Clearance Time (s)		4.0			4.0			4.5				
Vehicle Extension (s)		2.0			2.0			0.2				
Lane Grp Cap (vph)		349			444			1557				
v/s Ratio Prot		017			0.02			.007				
v/s Ratio Perm		c0.26			0.02			0.33				
v/c Ratio		0.82			0.05			0.63				
Uniform Delay, d1		17.4			13.1			9.2				
Progression Factor		1.00			1.00			1.00				
Incremental Delay, d2		13.8			0.0			2.0				
Delay (s)		31.1			13.1			11.1				
Level of Service		С			В			В				
Approach Delay (s)		31.1			13.1			11.1			0.0	
Approach LOS		С			В			В			Α	
Intersection Summary												
HCM 2000 Control Delay			15.6	Н	CM 2000	Level of	Service		В			
HCM 2000 Volume to Capacity	, ratio		0.70	11	2111 2000	2070101	COI VIOC					
Actuated Cycle Length (s)	, 14110		55.0	Sı	um of lost	time (s)			8.5			
Intersection Capacity Utilization	n	54.7%			CU Level		<u>.</u>		Α			
Analysis Period (min)			15	10	. 5 20 701 (·		/\			
c Critical Lane Group			. 0									

	۶	→	•	•	←	•	1	†	~	/	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4î		ሻ							₽₽₽	
Traffic Volume (veh/h)	0	268	26	20	0	0	0	0	0	14	808	0
Future Volume (veh/h)	0	268	26	20	0	0	0	0	0	14	808	0
Number	7	4	14	3	8	18				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1810	1900	1810	0	0				1900	1810	0
Adj Flow Rate, veh/h	0	344	33	26	0	0				18	1036	0
Adj No. of Lanes	0	1	0	1	0	0				0	3	0
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78				0.78	0.78	0.78
Percent Heavy Veh, %	0	5	5	5	0	0				0	5	0
Cap, veh/h	0	384	37	64	0	0				45	2724	0
Arrive On Green	0.00	0.27	0.27	0.04	0.00	0.00				0.54	0.54	0.00
Sat Flow, veh/h	0	1422	136	1723	26					82	5180	0
Grp Volume(v), veh/h	0	0	377	26	43.9					396	658	0
Grp Sat Flow(s),veh/h/ln	0	0	1558	1723	D					1805	1647	0
Q Serve(g_s), s	0.0	0.0	21.0	1.3						11.6	10.3	0.0
Cycle Q Clear(g_c), s	0.0	0.0	21.0	1.3						11.6	10.3	0.0
Prop In Lane	0.00		0.09	1.00						0.05		0.00
Lane Grp Cap(c), veh/h	0	0	420	64						980	1788	0
V/C Ratio(X)	0.00	0.00	0.90	0.41						0.40	0.37	0.00
Avail Cap(c_a), veh/h	0	0	649	144						980	1788	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00						1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00						1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	31.6	42.4						12.0	11.7	0.0
Incr Delay (d2), s/veh	0.0	0.0	7.3	1.5						1.2	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0						0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	9.9	0.7						6.1	4.8	0.0
LnGrp Delay(d),s/veh	0.0	0.0	39.0	43.9						13.3	12.3	0.0
LnGrp LOS			D	D						В	В	
Approach Vol, veh/h		377									1054	
Approach Delay, s/veh		39.0									12.7	
Approach LOS		D									В	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4								
Phs Duration (G+Y+Rc), s		53.4	7.8	28.8								
Change Period (Y+Rc), s		4.5	4.5	4.5								
Max Green Setting (Gmax), s		31.5	7.5	37.5								
Max Q Clear Time (g_c+I1), s		0.0	3.3	23.0								
Green Ext Time (p_c), s		0.0	0.0	1.3								
Intersection Summary												
HCM 2010 Ctrl Delay			20.0									
HCM 2010 LOS			С									

	۶	→	•	•	←	4	•	†	~	/	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	∱ ∱			∱ }						€ 1Ъ	
Traffic Volume (vph)	15	472	121	0	731	375	0	0	0	99	327	80
Future Volume (vph)	15	472	121	0	731	375	0	0	0	99	327	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)	4.5	4.5			4.5						4.5	
Lane Util. Factor	1.00	0.95			0.95						0.95	
Frpb, ped/bikes	1.00	0.99			0.99						1.00	
Flpb, ped/bikes	1.00	1.00			1.00						1.00	
Frt	1.00	0.97			0.95						0.98	
Flt Protected	0.95	1.00			1.00						0.99	
Satd. Flow (prot)	1604	2894			2831						2863	
Flt Permitted	0.20	1.00			1.00						0.99	
Satd. Flow (perm)	341	2894			2831						2863	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	16	492	126	0	761	391	0	0	0	103	341	83
RTOR Reduction (vph)	0	21	0	0	62	0	0	0	0	0	18	0
Lane Group Flow (vph)	16	597	0	0	1090	0	0	0	0	0	509	0
Confl. Peds. (#/hr)			13	13			2					2
Confl. Bikes (#/hr)			5			8						2
Parking (#/hr)		5	5		5	5				10	10	10
Turn Type	Perm	NA			NA					Perm	NA	
Protected Phases		2			2						4	
Permitted Phases	2									4		
Actuated Green, G (s)	59.8	59.8			59.8						21.2	
Effective Green, g (s)	59.8	59.8			59.8						21.2	
Actuated g/C Ratio	0.66	0.66			0.66						0.24	
Clearance Time (s)	4.5	4.5			4.5						4.5	
Vehicle Extension (s)	0.2	0.2			0.2						2.0	
Lane Grp Cap (vph)	226	1922			1881						674	
v/s Ratio Prot		0.21			c0.39							
v/s Ratio Perm	0.05										0.18	
v/c Ratio	0.07	0.31			0.58						0.75	
Uniform Delay, d1	5.3	6.4			8.2						32.0	
Progression Factor	1.00	1.00			0.04						1.00	
Incremental Delay, d2	0.6	0.4			1.1						4.3	
Delay (s)	5.9	6.8			1.4						36.3	
Level of Service	А	Α			Α						D	
Approach Delay (s)		6.8			1.4			0.0			36.3	
Approach LOS		А			Α			Α			D	
Intersection Summary												
HCM 2000 Control Delay			10.8	H	CM 2000	Level of S	Service		В			
HCM 2000 Volume to Capa	city ratio		0.63									
Actuated Cycle Length (s)			90.0	Sı	um of lost	time (s)			9.0			
Intersection Capacity Utiliza	tion		54.4%		U Level o				Α			
Analysis Period (min)			15									
c Critical Lane Group												

	۶	→	•	•	←	•	•	†	/	/	+	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		∱ }		ሻ	^						€ 1₽	
Traffic Volume (vph)	0	566	5	122	1069	0	0	0	0	24	209	37
Future Volume (vph)	0	566	5	122	1069	0	0	0	0	24	209	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)		4.5		4.5	4.5						4.5	
Lane Util. Factor		0.95		1.00	0.95						0.95	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		1.00		1.00	1.00						0.98	
Flt Protected		1.00		0.95	1.00						1.00	
Satd. Flow (prot)		3004		1404	3008						2887	
Flt Permitted		1.00		0.40	1.00						1.00	
Satd. Flow (perm)		3004		589	3008						2887	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	622	5	134	1175	0	0	0	0	26	230	41
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	15	0
Lane Group Flow (vph)	0	626	0	134	1175	0	0	0	0	0	282	0
Confl. Peds. (#/hr)	4					4				7		1
Confl. Bikes (#/hr)			1			9						
Parking (#/hr)		5	5	5	5					10	10	10
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		2			2						4	
Permitted Phases				2						4		
Actuated Green, G (s)		59.8		59.8	59.8						21.2	
Effective Green, g (s)		59.8		59.8	59.8						21.2	
Actuated g/C Ratio		0.66		0.66	0.66						0.24	
Clearance Time (s)		4.5		4.5	4.5						4.5	
Vehicle Extension (s)		0.2		0.2	0.2						2.0	
Lane Grp Cap (vph)		1995		391	1998						680	
v/s Ratio Prot		0.21			c0.39							
v/s Ratio Perm				0.23							0.10	
v/c Ratio		0.31		0.34	0.59						0.41	
Uniform Delay, d1		6.4		6.6	8.3						29.1	
Progression Factor		0.65		0.65	0.66						1.00	
Incremental Delay, d2		0.4		2.0	1.1						0.1	
Delay (s)		4.6		6.3	6.5						29.3	
Level of Service		Α		А	Α						С	
Approach Delay (s)		4.6			6.5			0.0			29.3	
Approach LOS		А			А			Α			С	
Intersection Summary												
HCM 2000 Control Delay			9.0	Н	CM 2000	Level of S	Service		А			
HCM 2000 Volume to Capacity	ratio		0.54									
Actuated Cycle Length (s)			90.0	S	um of lost	time (s)			9.0			
Intersection Capacity Utilization	n		52.6%			of Service			А			
Analysis Period (min)			15									
c Critical Lane Group												

	۶	→	•	•	—	•	1	†	/	/	+	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		41₽			ħβ			414	7			
Traffic Volume (vph)	24	604	0	0	796	11	469	291	388	0	0	0
Future Volume (vph)	24	604	0	0	796	11	469	291	388	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)		4.5			4.5			4.5	4.5			
Lane Util. Factor		0.95			0.95			0.95	1.00			
Frpb, ped/bikes		1.00			1.00			1.00	0.97			
Flpb, ped/bikes		1.00			1.00			0.99	1.00			
Frt		1.00			1.00			1.00	0.85			
Flt Protected		1.00			1.00			0.97	1.00			
Satd. Flow (prot)		3002			3000			2854	1398			
Flt Permitted		0.90			1.00			0.97	1.00			
Satd. Flow (perm)		2721			3000			2854	1398			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	25	636	0.73	0.73	838	12	494	306	408	0.73	0.73	0.75
RTOR Reduction (vph)	0	030	0	0	1	0	0	0	115	0	0	0
Lane Group Flow (vph)	0	661	0	0	849	0	0	800	293	0	0	0
Confl. Peds. (#/hr)	15	001	6	6	049	15	10	000	293	6	U	10
` ,	10		O	O		1	10		10	O		10
Confl. Bikes (#/hr)	Е	Е			г	5	10	10	10			
Parking (#/hr)	5	5			5	5		10				
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases	2	2			2		4	4	1			
Permitted Phases	2	40 F			40 F		4	22.5	4			
Actuated Green, G (s)		48.5			48.5			32.5	32.5			
Effective Green, g (s)		48.5			48.5			32.5	32.5			
Actuated g/C Ratio		0.54			0.54			0.36	0.36			
Clearance Time (s)		4.5			4.5			4.5	4.5			
Vehicle Extension (s)		0.2			0.2			2.0	2.0			
Lane Grp Cap (vph)		1466			1616			1030	504			
v/s Ratio Prot					c0.28							
v/s Ratio Perm		0.24						0.28	0.21			
v/c Ratio		0.45			0.53			1.01dl	0.58			
Uniform Delay, d1		12.6			13.3			25.5	23.2			
Progression Factor		0.59			1.00			1.00	1.00			
Incremental Delay, d2		1.0			1.2			3.4	1.1			
Delay (s)		8.4			14.6			28.9	24.4			
Level of Service		Α			В			С	С			
Approach Delay (s)		8.4			14.6			27.4			0.0	
Approach LOS		Α			В			С			Α	
Intersection Summary												
HCM 2000 Control Delay			18.8	H	CM 2000	Level of S	Service		В			
HCM 2000 Volume to Capac	city ratio		0.63									
Actuated Cycle Length (s)			90.0	Sı	um of lost	time (s)			9.0			
Intersection Capacity Utilizat	tion		74.4%	IC	U Level	of Service	:		D			
Analysis Period (min)			15									
dl Defacto Left Lane. Rec	ode with 1	though la	ne as a le	eft lane.								
c Critical Lane Group												

	♪	→	•	•	+	•	•	†	~	/	+	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Volume (vph)	96	392	71	15	229	128	40	300	40	45	364	28
Future Volume (vph)	96	392	71	15	229	128	40	300	40	45	364	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)		5.0			5.0			5.0			5.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.99			0.99			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.98			0.95			0.99			0.99	
Flt Protected		0.99			1.00			0.99			0.99	
Satd. Flow (prot)		1286			1252			1296			1307	
Flt Permitted		0.87			0.97			0.92			0.93	
Satd. Flow (perm)		1132			1219			1204			1224	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	103	422	76	16	246	138	43	323	43	48	391	30
RTOR Reduction (vph)	0	9	0	0	31	0	0	7	0	0	4	0
Lane Group Flow (vph)	0	592	0	0	369	0	0	402	0	0	465	0
Confl. Peds. (#/hr)	4		22	22		4	14		10	10		14
Confl. Bikes (#/hr)						2			9			3
Parking (#/hr)	5	5	5	5	5	5	5	5	5	5	5	5
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Actuated Green, G (s)		28.0			28.0			22.0			22.0	
Effective Green, g (s)		28.0			28.0			22.0			22.0	
Actuated g/C Ratio		0.47			0.47			0.37			0.37	
Clearance Time (s)		5.0			5.0			5.0			5.0	
Lane Grp Cap (vph)		528			568			441			448	
v/s Ratio Prot												
v/s Ratio Perm		c0.52			0.30			0.33			c0.38	
v/c Ratio		1.12			0.65			0.91			1.04	
Uniform Delay, d1		16.0			12.2			18.1			19.0	
Progression Factor		0.46			1.00			1.00			1.00	
Incremental Delay, d2		63.1			5.7			25.6			52.8	
Delay (s)		70.4			17.9			43.7			71.8	
Level of Service		Е			В			D			Е	
Approach Delay (s)		70.4			17.9			43.7			71.8	
Approach LOS		Е			В			D			Е	
Intersection Summary												
HCM 2000 Control Delay			53.8	Н	CM 2000	Level of S	Service		D			
HCM 2000 Volume to Capacit	y ratio		1.08									
Actuated Cycle Length (s)			60.0	S	um of los	time (s)			10.0			
Intersection Capacity Utilization	n		103.8%			of Service	!		G			
Analysis Period (min)			15									
c Critical Lane Group												

	۶	→	•	√	←	•	•	†	<i>></i>	>		✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Volume (veh/h)	92	454	14	33	244	71	11	385	58	113	382	36
Future Volume (veh/h)	92	454	14	33	244	71	11	385	58	113	382	36
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Adj Sat Flow, veh/h/ln	1900	1810	1900	1900	1810	1900	1900	1810	1900	1900	1810	1900
Adj Flow Rate, veh/h	94	463	14	34	249	72	11	393	59	115	390	37
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	141	498	14	94	439	119	67	588	87	167	446	40
Arrive On Green	0.41	0.41	0.41	0.13	0.13	0.13	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	174	1221	35	69	1074	291	12	1332	196	213	1010	90
Grp Volume(v), veh/h	571	0	0	355	0	0	463	0	0	542	0	0
Grp Sat Flow(s),veh/h/ln	1429	0	0	1435	0	0	1540	0	0	1313	0	0
Q Serve(g_s), s	10.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0
Cycle Q Clear(g_c), s	23.6	0.0	0.0	13.3	0.0	0.0	14.4	0.0	0.0	23.5	0.0	0.0
Prop In Lane	0.16		0.02	0.10		0.20	0.02		0.13	0.21		0.07
Lane Grp Cap(c), veh/h	654	0	0	652	0	0	742	0	0	652	0	0
V/C Ratio(X)	0.87	0.00	0.00	0.54	0.00	0.00	0.62	0.00	0.00	0.83	0.00	0.00
Avail Cap(c_a), veh/h	654	0	0	652	0	0	742	0	0	652	0	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.2	0.0	0.0	21.0	0.0	0.0	13.4	0.0	0.0	15.6	0.0	0.0
Incr Delay (d2), s/veh	15.1	0.0	0.0	3.3	0.0	0.0	3.9	0.0	0.0	11.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.9	0.0	0.0	6.1 24.3	0.0	0.0	6.9	0.0	0.0	10.6 27.3	0.0	0.0
LnGrp Delay(d),s/veh	32.3 C	0.0	0.0	24.3 C	0.0	0.0	17.3 B	0.0	0.0	27.3 C	0.0	0.0
LnGrp LOS	<u> </u>	F71		C	255		D	4/2		C	F 40	
Approach Dolay, shiph		571			355			463			542	
Approach LOS		32.3 C			24.3 C			17.3 B			27.3 C	
Approach LOS											C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		31.0		29.0		31.0		29.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		26.5		24.5		26.5		24.5				
Max Q Clear Time (g_c+l1), s		16.4		25.6		25.5		15.3				
Green Ext Time (p_c), s		4.9		0.0		0.7		4.2				
Intersection Summary			25.0									
HCM 2010 Ctrl Delay			25.8									
HCM 2010 LOS			С									

-	۶	→	•	•	—	•	•	†	~	/	†	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Volume (veh/h)	139	0	144	4	129	13	66	299	0	0	426	121
Future Volume (veh/h)	139	0	144	4	129	13	66	299	0	0	426	121
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.95	0.99		0.95	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	0.88	1.00	1.00	1.00	0.88
Adj Sat Flow, veh/h/ln	1900	1810	1900	1900	1810	1900	1900	1810	1900	1900	1810	1900
Adj Flow Rate, veh/h	146	0	152	4	136	14	69	315	0	0	448	127
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	240	20	178	65	393	40	176	716	0	0	709	201
Arrive On Green	0.28	0.00	0.28	0.28	0.28	0.28	0.60	0.60	0.00	0.00	1.00	1.00
Sat Flow, veh/h	536	72	633	11	1395	141	175	1190	0	0	1179	334
Grp Volume(v), veh/h	298	0	0	154	0	0	384	0	0	0	0	575
Grp Sat Flow(s),veh/h/ln	1241	0	0	1547	0	0	1366	0	0	0	0	1513
Q Serve(g_s), s	8.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	13.3	0.0	0.0	4.8	0.0	0.0	6.4	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.49	_	0.51	0.03	0	0.09	0.18	0	0.00	0.00	0	0.22
Lane Grp Cap(c), veh/h	439	0	0	497	0	0	892	0	0	0	0	910
V/C Ratio(X)	0.68	0.00	0.00	0.31	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.63
Avail Cap(c_a), veh/h	507	0	0	589	0	0	892	0	0	0	0	910
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00 0.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00 19.9	0.00	0.00	1.00	0.00	0.00	0.68	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh Incr Delay (d2), s/veh	3.0	0.0	0.0	17.2 0.4	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0 3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	0.0	2.1	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	22.9	0.0	0.0	17.5	0.0	0.0	7.1	0.0	0.0	0.0	0.0	3.3
LnGrp LOS	C	0.0	0.0	17.3 B	0.0	0.0	A	0.0	0.0	0.0	0.0	3.5 A
Approach Vol, veh/h		298			154			384			575	
Approach Delay, s/veh		22.9			17.5			7.1			3.3	
Approach LOS		C			17.3 B			Α			J.5	
	1		2	4			7				А	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		39.6		20.4		39.6		20.4				
Change Period (Y+Rc), s		3.5		3.5		3.5		3.5				
Max Green Setting (Gmax), s		32.5		20.5		32.5		20.5				
Max Q Clear Time (g_c+l1), s		8.4 7.3		15.3 1.3		2.0 7.9		6.8 2.5				
Green Ext Time (p_c), s		7.3		1.3		7.9		2.5				
Intersection Summary			46.0									
HCM 2010 Ctrl Delay			10.0									
HCM 2010 LOS			В									

	۶	→	•	•	—	•	•	†	~	/	+	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	۲		7		44			4			4î>	
Traffic Volume (vph)	182	0	234	4	9	8	81	323	1	5	331	71
Future Volume (vph)	182	0	234	4	9	8	81	323	1	5	331	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.5		4.5			4.5			4.5	
Lane Util. Factor	1.00		1.00		1.00			1.00			0.95	
Frpb, ped/bikes	1.00		0.96		0.98			1.00			0.99	
Flpb, ped/bikes	0.96		1.00		1.00			1.00			1.00	
Frt	1.00		0.85		0.95			1.00			0.97	
Flt Protected	0.95		1.00		0.99			0.99			1.00	
Satd. Flow (prot)	1653		1481		1448			1563			3113	
Flt Permitted	0.74		1.00		0.99			0.85			0.95	
Satd. Flow (perm)	1294		1481		1448			1344			2964	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	192	0	246	4	9	8	85	340	1	5	348	75
RTOR Reduction (vph)	0	0	191	0	6	0	0	0	0	0	25	0
Lane Group Flow (vph)	192	0	55	0	15	0	0	426	0	0	403	0
Confl. Peds. (#/hr)	21		20	20		21	12		16	16		12
Confl. Bikes (#/hr)			3						1			
Parking (#/hr)				5	5	5	5	5	5	5	5	5
Turn Type	Perm		Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases					4			2			6	
Permitted Phases	8		8	4			2			6		
Actuated Green, G (s)	13.4		13.4		13.4			37.6			37.6	
Effective Green, g (s)	13.4		13.4		13.4			37.6			37.6	
Actuated g/C Ratio	0.22		0.22		0.22			0.63			0.63	
Clearance Time (s)	4.5		4.5		4.5			4.5			4.5	
Vehicle Extension (s)	3.0		3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)	288		330		323			842			1857	
v/s Ratio Prot												
v/s Ratio Perm	c0.15		0.04		0.01			c0.32			0.14	
v/c Ratio	0.67		0.17		0.05			0.51			0.22	
Uniform Delay, d1	21.3		18.8		18.3			6.1			4.8	
Progression Factor	0.93		0.75		1.00			1.00			1.00	
Incremental Delay, d2	5.7		0.2		0.1			2.2			0.3	
Delay (s)	25.5		14.4		18.3			8.3			5.1	
Level of Service	С		В		В			А			А	
Approach Delay (s)		19.3			18.3			8.3			5.1	
Approach LOS		В			В			Α			А	
Intersection Summary												
HCM 2000 Control Delay			11.1	H	CM 2000	Level of S	Service		В			
HCM 2000 Volume to Capa	city ratio		0.55									
Actuated Cycle Length (s)			60.0		um of lost				9.0			
Intersection Capacity Utiliza	ation		62.5%	IC	CU Level	of Service	!		В			
Analysis Period (min)			15									
c Critical Lane Group												

	۶	→	←	•	>	4		
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations		4	1>		¥#			
Traffic Volume (vph)	25	187	290	19	19	3		
Future Volume (vph)	25	187	290	19	19	3		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width	12	16	16	12	12	12		
Total Lost time (s)		4.0	4.0		4.0			
Lane Util. Factor		1.00	1.00		1.00			
Frpb, ped/bikes		1.00	0.99		0.99			
Flpb, ped/bikes		0.99	1.00		1.00			
Frt		1.00	0.99		0.98			
Flt Protected		0.99	1.00		0.96			
Satd. Flow (prot)		1775	1769		1691			
Flt Permitted		0.94	1.00		0.96			
Satd. Flow (perm)		1685	1769		1691			
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83		
Adj. Flow (vph)	30	225	349	23	23	4		
RTOR Reduction (vph)	0	0	2	0	3	0		
Lane Group Flow (vph)	0	255	370	0	24	0		
Confl. Peds. (#/hr)	39			39		7		
Confl. Bikes (#/hr)				2		1		
Parking (#/hr)	5	5	5	5				
Turn Type	D.P+P	NA	NA		Prot			
Protected Phases	7	4	8		6			
Permitted Phases	8							
Actuated Green, G (s)		43.8	43.8		7.2			
Effective Green, g (s)		44.3	44.3		7.7			
Actuated g/C Ratio		0.74	0.74		0.13			
Clearance Time (s)		4.5	4.5		4.5			
Vehicle Extension (s)		3.0	3.0		3.0			
Lane Grp Cap (vph)		1244	1306		217			
v/s Ratio Prot			c0.21		c0.01			
v/s Ratio Perm		0.15						
v/c Ratio		0.20	0.28		0.11			
Uniform Delay, d1		2.4	2.6		23.1			
Progression Factor		1.00	0.57		1.00			
Incremental Delay, d2		0.1	0.5		0.2			
Delay (s)		2.5	2.0		23.3			
Level of Service		Α	Α		С			
Approach Delay (s)		2.5	2.0		23.3			
Approach LOS		А	А		С			
Intersection Summary								
HCM 2000 Control Delay			3.1	Н	CM 2000	Level of Serv	ice A	
HCM 2000 Volume to Capa	city ratio		0.28					
Actuated Cycle Length (s)			60.0	Sı	um of lost	time (s)	12.0)
Intersection Capacity Utiliza	ition		44.6%	IC	U Level o	of Service	P	1
Analysis Period (min)			15					
c Critical Lane Group								

	-	•	•	•	•	<i>></i>		
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	<u></u>	7	ሻ	↑	ሻ	7		
Traffic Volume (vph)	421	5	13	309	10	23		
Future Volume (vph)	421	5	13	309	10	23		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Total Lost time (s)	4.0	4.0	0.5	4.0	4.0	4.0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00		
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00		
Frt	1.00	0.85	1.00	1.00	1.00	0.85		
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00		
Satd. Flow (prot)	1583	1346	1504	1583	1719	1538		
Flt Permitted	1.00	1.00	0.48	1.00	0.95	1.00		
Satd. Flow (perm)	1583	1346	759	1583	1719	1538		
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91		
Adj. Flow (vph)	463	5	14	340	11	25		
RTOR Reduction (vph)	0	2	0	0	0	24		
Lane Group Flow (vph)	463	3	14	340	11	1		
Confl. Peds. (#/hr)	100		1	0.10		2		
Confl. Bikes (#/hr)			•			1		
Parking (#/hr)	5	5	5	5		·		
Turn Type	NA		custom	NA	Prot	Prot		
Protected Phases	2	1 01111	1	6	4	4		
Permitted Phases	_	2	12	J	•	•		
Actuated Green, G (s)	31.7	31.7	32.7	36.2	1.0	1.0		
Effective Green, g (s)	33.2	33.2	38.7	37.7	2.5	2.5		
Actuated g/C Ratio	0.69	0.69	0.80	0.78	0.05	0.05		
Clearance Time (s)	5.5	5.5	3.5	5.5	5.5	5.5		
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0		
Lane Grp Cap (vph)	1090	927	671	1238	89	79		
v/s Ratio Prot	c0.29	721	0.00	c0.21	c0.01	0.00		
v/s Ratio Perm	00.27	0.00	0.02	00.21	00.01	0.00		
v/c Ratio	0.42	0.00	0.02	0.27	0.12	0.02		
Uniform Delay, d1	3.3	2.3	1.2	1.5	21.8	21.7		
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Incremental Delay, d2	0.1	0.0	0.0	0.0	0.2	0.0		
Delay (s)	3.4	2.3	1.2	1.5	22.0	21.7		
Level of Service	A	Α.	A	Α	C	C		
Approach Delay (s)	3.4	, ,	, ,	1.5	21.8			
Approach LOS	A			Α	C C			
Intersection Summary								
HCM 2000 Control Delay			3.4	Ц	CM 2000	Level of Servic	۵	A
HCM 2000 Volume to Capa	acity ratio		0.38	П	OIVI 2000	LCVCI OI SCIVIC		Λ
Actuated Cycle Length (s)	iony rano		48.2	C	um of lost	time (s)		8.5
Intersection Capacity Utiliza	ation		35.1%		CU Level c	. ,		0.5 A
Analysis Period (min)	autit		15	- IC	O LEVEL C	J JCI VICE		А
c Critical Lane Group			10					
Chilical Lane Group								

	•	→	•	•	—	•	•	†	~	/	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	₽		7	f)		Ţ	f)		7	f)	
Traffic Volume (veh/h)	62	273	95	50	125	68	114	57	138	104	38	63
Future Volume (veh/h)	62	273	95	50	125	68	114	57	138	104	38	63
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.93		0.90	0.96		0.88	0.95		0.92	0.96		0.92
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Adj Sat Flow, veh/h/ln	1810	1810	1900	1810	1810	1900	1810	1810	1900	1810	1810	1900
Adj Flow Rate, veh/h	67	294	102	54	134	73	123	61	148	112	41	68
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	557	486	169	405	409	223	528	134	325	430	176	292
Arrive On Green	0.45	0.45	0.43	0.45	0.45	0.43	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1060	1087	377	914	915	498	1182	385	934	1091	506	840
Grp Volume(v), veh/h	67	0	396	54	0	207	123	0	209	112	0	109
Grp Sat Flow(s),veh/h/ln	1060	0	1465	914	0	1413	1182	0	1318	1091	0	1346
Q Serve(g_s), s	1.7	0.0	8.0	1.9	0.0	3.7	3.2	0.0	4.8	3.5	0.0	2.2
Cycle Q Clear(g_c), s	5.4	0.0	8.0	9.9	0.0	3.7	5.5	0.0	4.8	8.2	0.0	2.2
Prop In Lane	1.00		0.26	1.00		0.35	1.00		0.71	1.00		0.62
Lane Grp Cap(c), veh/h	557	0	655	405	0	631	528	0	459	430	0	469
V/C Ratio(X)	0.12	0.00	0.60	0.13	0.00	0.33	0.23	0.00	0.46	0.26	0.00	0.23
Avail Cap(c_a), veh/h	1143	0	1465	911	0	1413	814	0	777	694	0	794
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.8	0.0	8.2	11.9	0.0	7.1	11.0	0.0	9.9	13.0	0.0	9.0
Incr Delay (d2), s/veh	0.1	0.0	0.9	0.1	0.0	0.3	0.2	0.0	0.7	0.3	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	3.4 9.1	0.5 12.1	0.0	1.5	1.1 11.2	0.0	1.8	1.1 13.4	0.0	0.9
LnGrp Delay(d),s/veh	8.9	0.0			0.0	7.4		0.0	10.6 B		0.0	9.3
LnGrp LOS	A	4/2	A	В	2/1	A	В	าาา	D	В	221	A
Approach Vol, veh/h		463			261			332			221	
Approach Delay, s/veh Approach LOS		9.1			8.3			10.8 B			11.3 B	
		А			Α						D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		17.6		21.4		17.6		21.4				
Change Period (Y+Rc), s		4.0		4.5		4.0		4.5				
Max Green Setting (Gmax), s		23.0		38.5		23.0		38.5				
Max Q Clear Time (g_c+I1), s		7.5		10.0		10.2		11.9				
Green Ext Time (p_c), s		2.7		5.0		2.5		4.9				
Intersection Summary												
HCM 2010 Ctrl Delay			9.8									
HCM 2010 LOS			Α									

	۶	→	•	•	—	•	•	†	/	/	+	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	ĵ»			4		, A	↑ }		¥	∱ }	
Traffic Volume (vph)	345	19	126	17	32	7	92	399	5	2	272	150
Future Volume (vph)	345	19	126	17	32	7	92	399	5	2	272	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	14	12	12	11	12	10	11	12	10	11	12
Total Lost time (s)	3.5	3.5			3.5		3.0	3.0		3.0	3.0	
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.95			1.00		1.00	1.00		1.00	0.94	
Flpb, ped/bikes	1.00	1.00			1.00		0.92	1.00		0.98	1.00	
Frt	1.00	0.87			0.98		1.00	1.00		1.00	0.95	
Flt Protected	0.95	1.00			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1604	1401			1477		1480	3108		1578	2761	
Flt Permitted	0.95	1.00			0.98		0.45	1.00		0.47	1.00	
Satd. Flow (perm)	1604	1401			1477		706	3108		773	2761	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	363	20	133	18	34	7	97	420	5	2	286	158
RTOR Reduction (vph)	0	94	0	0	6	0	0	1	0	0	64	0
Lane Group Flow (vph)	363	59	0	0	53	0	97	424	0	2	380	0
Confl. Peds. (#/hr)	15		25	25		15	58		12	12		58
Confl. Bikes (#/hr)						1			3			
Parking (#/hr)		5	5	5	5	5		5	5		5	5
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	8	8		4	4			2			2	
Permitted Phases							2			2		
Actuated Green, G (s)	25.6	25.6			7.6		43.3	43.3		43.3	43.3	
Effective Green, g (s)	26.6	26.6			8.6		44.8	44.8		44.8	44.8	
Actuated g/C Ratio	0.30	0.30			0.10		0.50	0.50		0.50	0.50	
Clearance Time (s)	4.5	4.5			4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	474	414			141		351	1547		384	1374	
v/s Ratio Prot	c0.23	0.04			c0.04			0.14			c0.14	
v/s Ratio Perm							0.14			0.00		
v/c Ratio	0.77	0.14			0.37		0.28	0.27		0.01	0.28	
Uniform Delay, d1	28.9	23.3			38.2		13.2	13.1		11.4	13.2	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	7.3	0.2			1.7		1.9	0.4		0.0	0.5	
Delay (s)	36.1	23.5			39.8		15.1	13.6		11.4	13.7	
Level of Service	D	С			D		В	В		В	В	
Approach Delay (s)		32.4			39.8			13.9			13.7	
Approach LOS		С			D			В			В	
Intersection Summary												
HCM 2000 Control Delay			21.0	H	CM 2000	Level of :	Service		С			
HCM 2000 Volume to Capa	acity ratio		0.45									
Actuated Cycle Length (s)	,		90.0	Sı	um of lost	t time (s)			10.0			
Intersection Capacity Utiliza	ation		54.8%			of Service	:		Α			
Analysis Period (min)			15									
c Critical Lane Group												

DRAFT Existing Conditions Report Technical Appendices F-G Roosevelt to Downtown High Capacity Transit Seattle Department of Transportation Draft December 8, 2015

SDOT Roosevelt to Downtown HCT Plan Appendix F: Travel Time and Speed Survey

Introduction

Travel time and speed surveys were conducted as part of the Roosevelt to Downtown HCT project by CDM Smith. The surveys were used to obtain actual data on travel times and speeds in the corridor to support the project's performance assessment and model calibration tasks.

This document presents an overview of the methodology used to conduct the surveys, followed by a brief analysis of the findings related to travel times and travel speeds in the Roosevelt to Downtown Corridor. Also included is an analysis of the speed information from an INRIX dataset.

Initial Planning

CDM Smith performed travel time surveys along the entire study corridor. To capture the travel speed and travel time data, a probe vehicle was outfitted with a Global Positioning System (GPS) device to record vehicle speed and position every two seconds.

The surveys were conducted on January 27 and January 29, 2015. Morning surveys were performed from approximately 6 to 9 AM (referred to as AM period in this memo), and evening surveys from approximately 4 to 7 PM (PM period).

On the morning of January 27, 2015, the GPS device did not perform as expected, and the data for the third northbound and southbound primary routes were not recorded.

Routes

Figure 1 shows the primary and secondary routes. The trip origin and destination points are as follows:

- South end of corridor: 4th Avenue and Stewart Street
- North end of corridor: Northgate Transit Center

A total of eighteen (18) runs were performed:

- 3 northbound primary* route-AM (for one, data not recorded)
- 3 southbound primary route-AM (for one, data not recorded)
- 2 northbound primary route-PM
- 2 southbound primary route-PM
- 2 northbound secondary** route-AM

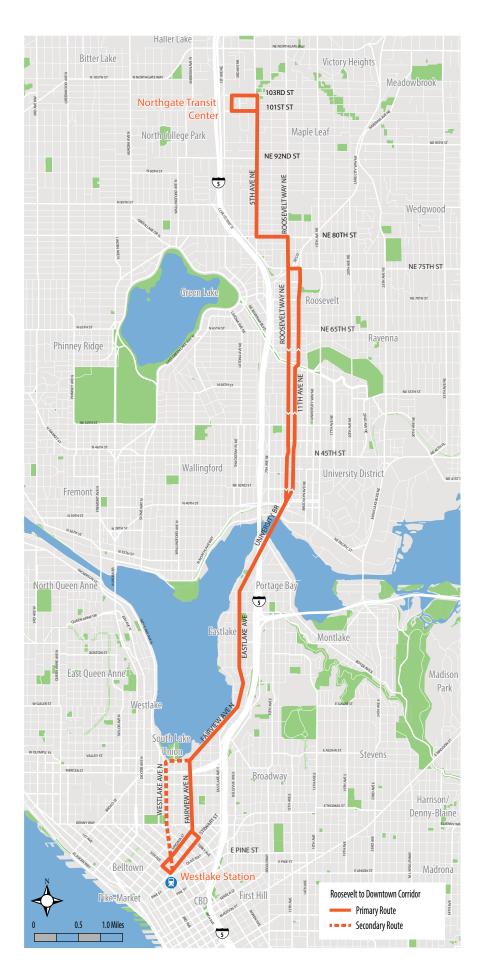




Figure 1. Primary and Secondary Routes

- 2 southbound secondary route-AM
- 2 northbound secondary route-PM
- 2 southbound secondary route-PM

**Secondary route refers to taking Westlake Avenue to Fairview through downtown/South Lake Union area, (shown in red)

Route Travel Times

Four segments were identified within the corridor:

- 1. 4th Avenue & Stewart Street to Fairview Avenue & Valley Street
- 2. Fairview Avenue & Valley Street to Eastlake Avenue E and Fuhrman Avenue E (just south of the University Bridge)
- 3. Eastlake Avenue E and Fuhrman Avenue E to 12th Avenue NE / Roosevelt Way NE & NE 65th Street;
- 4. 12th Avenue NE / Roosevelt Way NE & NE 65th Street to Northgate Transit Center.

Table 1 shows the total travel times for each full run compared to free flow estimated travel time.

Table 1. Overall Travel Times by Route (in minutes)

Table 1. Overall Travel Times by Route (in innutes)										
Devite (# of muss)	Dools Doubled	Travel Time (Minutes)								
Route (# of runs)	Peak Period	eak Period Free Flow ¹		Maximum³						
Northbound Primary (2)	AM	20	23:46	25:38						
Southbound Primary (2)	AM	20	21:56	31:05						
Northbound Primary (2)	PM	20	34:25	58:32						
Southbound Primary (2)	PM	20	28:46	58:34						
Northbound Secondary (2)	AM	21	26:11	27:16						
Southbound Secondary (2)	AM	21	28:30	29:05						
Northbound Secondary (2)	PM	21	39:36	1:17:45 ⁴						
Southbound Secondary (2)	PM	21	26:20 ⁵	37:02						

Notes:

- 1. On all tables, Free Flow is the time estimated for each route/segment using GoogleMaps
- 2. For all tables, minimum time is the fastest time the run was completed in.
- 3. For all tables, maximum is the longest time the run was completed in.
- 4. Significant backups on I-5 contributed to heavy congestion on surface streets. This run took an abnormally long time.
- 5. This run was completed outside of peak hours (7:01-7:27), due to the northbound run taking a long time to complete.

Source: CDM Smith Survey Data from 1/27/15 and 1/29/15

^{*}Primary route refers to Fairview Avenue directly through downtown/South Lake Union area (shown in orange)

During the AM peak, travel times to cover the entire corridor (approximately 7-mile long) varied between 22 minutes and 31 minutes. The northbound runs took between 24 and 27 minutes, while the southbound runs took between 22 and 31 minutes.

During the PM peak period, travel times to cover the entire corridor ranged from 26 minutes to 1hour and 18 minutes. The northbound runs took between 34 minutes and 1hour and 18 minutes, while the southbound runs took between 26 and 58 minutes. The longest run (1h18) should not be considered typical as significant backups on I-5 contributed to heavy congestion on surface streets. However, two other runs (one northbound and one southbound) took 58 minutes and can be considered representative of typical PM peak conditions.

Overall Observations

As **Table 1** illustrates, none of the runs were completed within the "free flow" time as estimated by GoogleMaps. This is interesting because the first morning runs on both days were clear with very light traffic and minimal impacts from construction. Signal timing seemed to be the only factor inhibiting speed/flow at this time of day. The afternoon fluctuations in travel time were much larger than the mornings. The delay can be defined as the difference between the observed travel time and free flow travel time. The longest delay on any morning run was 11 minutes (shown in bold); whereas the longest delay on any afternoon run was 56 minutes (also shown in bold). Since the downtown/South Lake Union area has several onramps to I-5, backups on I-5 heavily influence surface street congestion. Also, in the morning, construction work is just beginning, so delays do not start to build up until later in the day.

Segment-Specific Observations

Tables 2 and 3 show travel times for each segment compared to free flow estimated travel time, respectively for the AM and PM peak periods. On these tables, delays exceeding five minutes are highlighted in yellow, and delays exceeding ten minutes are highlighted in orange.

Table 2: AM Peak Travel Times by Segment (in minutes)

Segment (# of runs)	Route	Direction	Free Flow	Minimum	Maximum
Downtown to South Lake Union (2)	Primary	NB	4	5:47	8:28
Downtown to South Lake Union (2)	Primary	SB	4	5:44	7:54
Downtown to South Lake Union (2)	Secondary	NB	5	7:44	9:04
Downtown to South Lake Union (2)	Secondary	SB	5	9:36	10:13
South Lake Union to University Bridge (4)	Primary	NB	5	4:59	5:42
South Lake Union to University Bridge (4)	Primary	SB	5	4:58	7:01
University Bridge to NE 65th St (4)	Primary	NB	5	4:48	6:22
University Bridge to NE 65th St (4)	Primary	SB	5	5:06	7:29
NE 65th Street to Northgate Park & Ride (4)	Primary	NB	6	5:08	7:48
NE 65th Street to Northgate Park & Ride (4)	Primary	SB	6	6:08	8:41

Table 3: PM Peak Travel Times by Segment (in minutes)

Segment (# of runs)	Route	Direction	Free Flow	Minimum	Maximum
Downtown to South Lake Union (2)	Primary	NB	4	8:09	13:45
Downtown to South Lake Union (2)	Primary	SB	4	7:37	22:35
Downtown to South Lake Union (2)	Secondary	NB	5	9:48	32:32
Downtown to South Lake Union (2)	Secondary	SB	5	5:41	8:04
South Lake Union to University Bridge (4)	Primary	NB	5	6:53	31:01
South Lake Union to University Bridge (4)	Primary	SB	5	4:22 ¹	17:20
University Bridge to NE 65th St (4)	Primary	NB	5	5:59	13:28
University Bridge to NE 65th St (4)	Primary	SB	5	6:32	11:30
NE 65th Street to Northgate Park & Ride (4)	Primary	NB	6	8:13	10:08
NE 65th Street to Northgate Park & Ride (4)	Primary	SB	6	7:22	8:57

Note:

By breaking down the runs into segments, it is clear that the congestion is more significant during the PM peak, and concentrated in the downtown and South Lake Union areas. During the AM peak, only one segment of one run experienced a delay greater than 5 minutes (shown in yellow). By contrast, during the PM peak, three segments experienced a delay greater than 5 minutes (shown in yellow), and three more experienced delays greater than 10 minutes (shown in orange).

The University Bridge over the Ship Canal is a bascule bridge operated by SDOT. A bridge opening typically averages about four minutes, from stopping traffic to letting traffic resume at the end of the opening. To keep roadway traffic moving during peak driving times, bridge openings are restricted. The University Bridge remains closed to boaters weekdays from 7 to 9 AM and from 4 to 6 PM, except national holidays.

Travel Speeds from Probe Vehicles

Figures 2 and 3 show travel speeds captured via GPS using a probe car, respectively for the AM peak and PM peak periods.

Figure 2 shows typical travel speeds in both directions during the AM peak. As **Figure 2** shows, traffic is moving fairly well throughout the corridor. The areas of slower speeds (less than 20 mph) tend to be in areas with lots of traffic signals and construction between South Lake Union and downtown.

^{1.} This segment showing a faster time than free flow time was completed outside peak hours. This southbound run was delayed due to the previous northbound run being extremely slow. This segment was driven through at approximately 7:20-7:25pm.

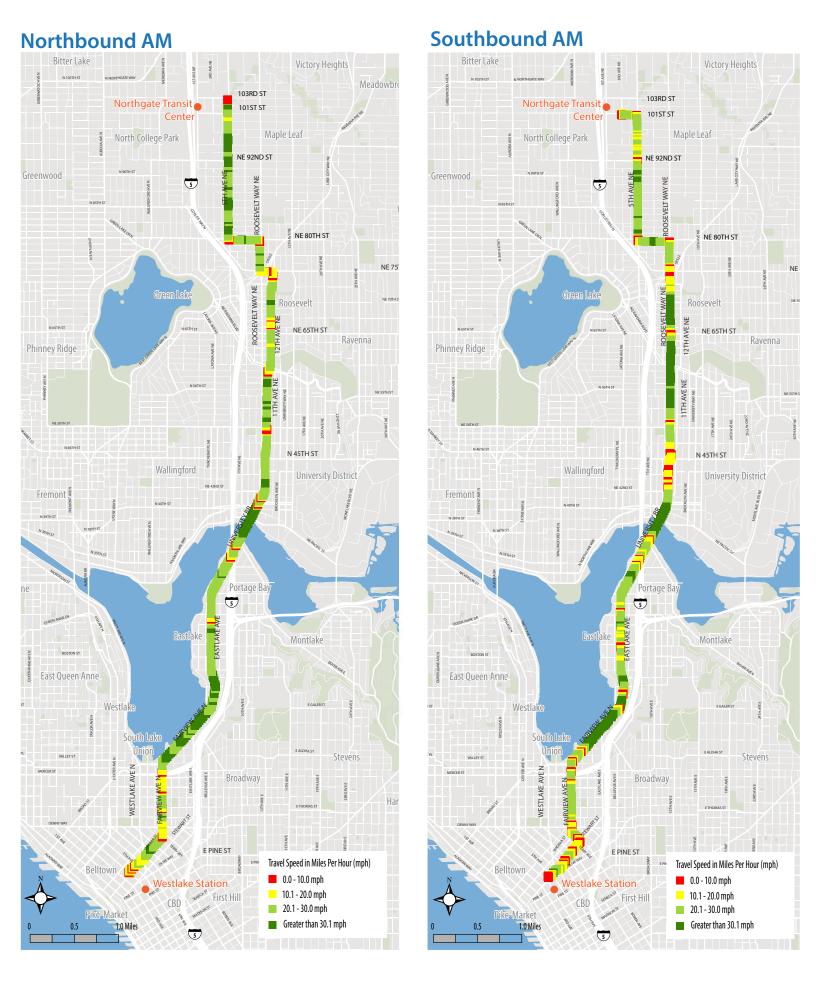




Figure 2. Typical Vehicle Travel Speed (AM Peak Period)

Figure 3 shows typical travel speeds in both directions during the PM peak. As **Figure 3** shows, traffic tends to be slower in the PM peak compared to AM peak conditions, in both directions. Slower speeds are observed between downtown and South Lake Union, south of the University Bridge, and between the University Bridge and NE 65th Street.

Northbound PM Southbound PM Bitter Lake Victory Heights Victory Heights 103RD ST 103RD ST Northgate Transit Northgate Transit 101ST ST 101ST ST Center Maple Leaf Maple Leaf North College Park North College Park NE 92ND ST NE 92ND ST Greenwood Greenwood NE 80TH ST Roosevelt NE 65TH ST NE 65TH ST Ravenna Ravenna Phinney Ridge Phinney Ridge 11TH AVE NE N 45TH ST N 45TH ST Wallingford Wallingford **University District** University District Fremont § Fremont Portage Bay Portage Bay 3 3 Montlake Montlake East Queen Anne East Queen Anne Westlake Westlake Stevens Broadway Broadway E PINE ST E PINE ST Travel Speed in Miles Per Hour (mph) Travel Speed in Miles Per Hour (mph) Belltown Belltown 0.0 - 10.0 mph 0.0 - 10.0 mph **Nestlake Station** 10.1 - 20.0 mph 10.1 - 20.0 mph SERECUST FIRST HILL 20.1 - 30.0 mph 20.1 - 30.0 mph Pike-Market Pike-Market Greater than 30.1 mph Greater than 30.1 mph 1.0 Miles 1.0 Miles

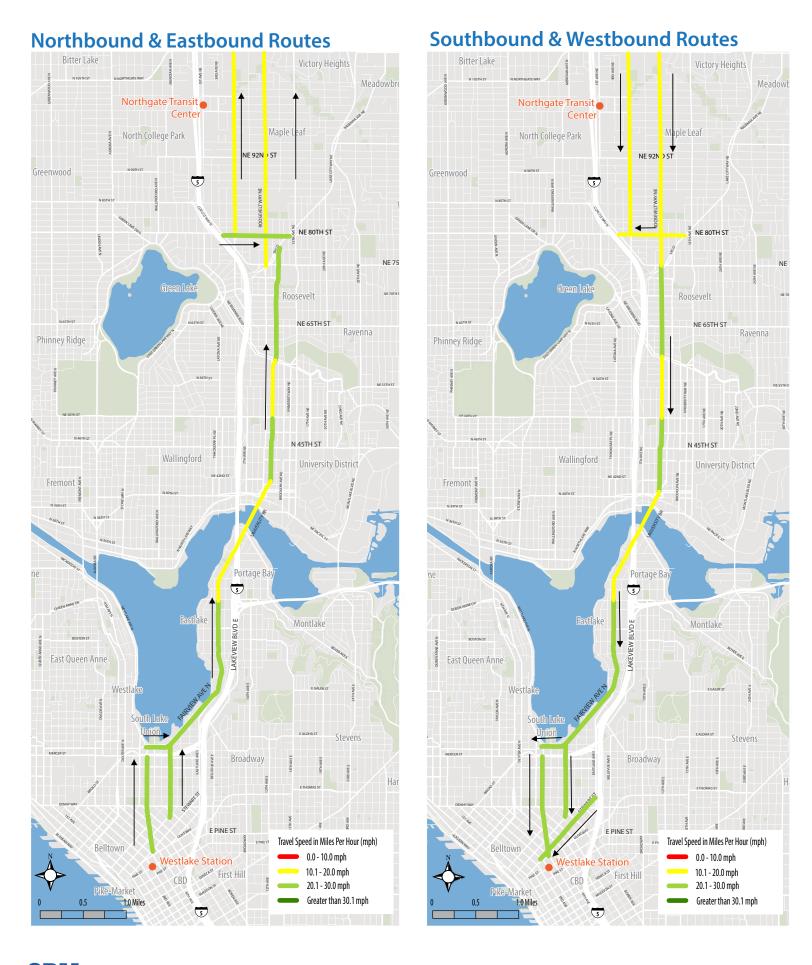


Figure 3. Typical Vehicle Travel Speed (PM Peak Period)

Travel Speeds from INRIX

In addition to the data collected by CDM Smith's probe vehicles, the project team acquired speed data from INRIX. INRIX data is primarily based on anonymous mobile phones, connected cars, trucks, delivery vans, and other fleet vehicles equipped with GPS locator devices. INRIX speed data collected every 5 minutes in 2014 over the relevant segments of the corridor were analyzed to compute average speed by segment for the 8-9 AM and 5-6 PM periods on weekdays.

The results are presented on **Figures 4 and 5**. The findings are similar to what was observed based on probe vehicles. The slowest travel speeds are observed in the downtown area during the PM peak hour, particularly in the northbound direction. The overall PM peak hour speeds are lower too. In general, the speeds derived from the probe vehicles and the INRIX annual dataset are fairly consistent, although the INRIX speeds tend to be slower in the South Lake Union and Eastlake sections.





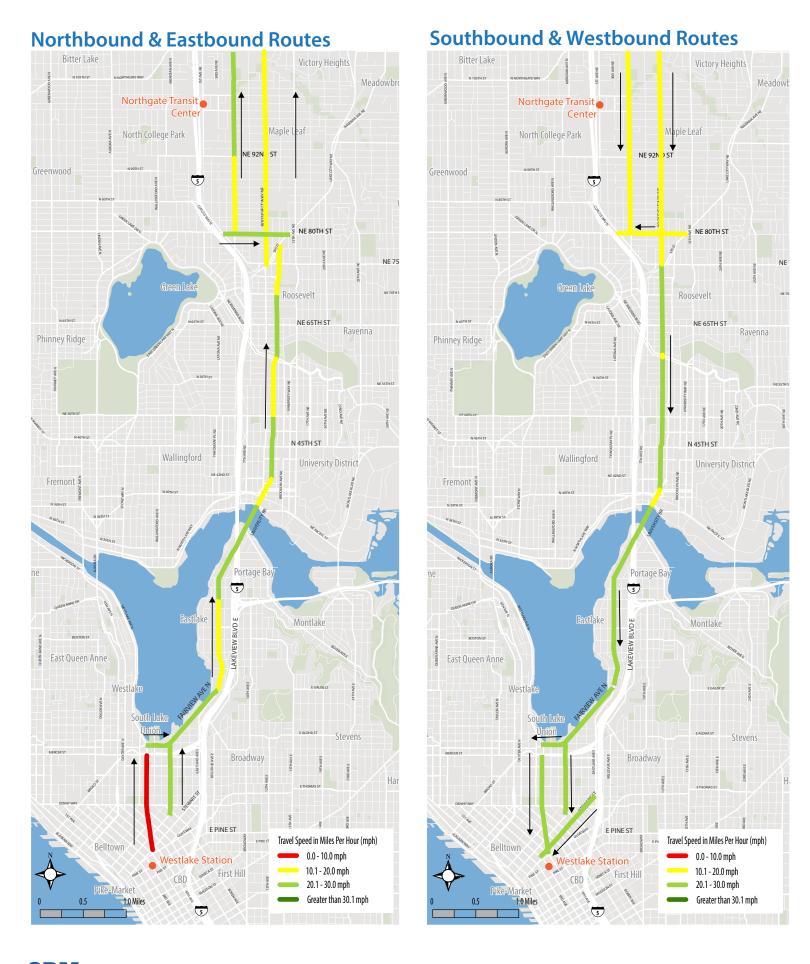




Figure 5. INRIX Vehicle Average Speed (5-6 PM)

SDOT Roosevelt to Downtown HCT Plan Appendix G: Existing Crash Analysis

The purpose of the crash analysis is to review crash locations and high crash areas, including those involving pedestrian and bicycles, along the Roosevelt to Downtown High Capacity Transit (RDHCT) Corridor. In order to conduct the analysis, collision data were provided by the Seattle Department of Transportation (SDOT) from the most recent 5-year time period (from 2010 to 2014) via GIS data attributes. The data was then post-processed to analyze only intersections and midblock roadway segments identified to be within the RDHCT Corridor. The focus of the analysis centered on finding the highest occurring locations for overall collisions, particularly where pedestrians and bicyclists were impacted, as well as determining potential factors or trends as to how and why these collisions occurred.

Overall Corridor

In the past five years, there were a reported 1,657 collisions along the overall RDHCT Corridor, running from South Lake Union/Downtown to the Northgate Transit Center. 568 of these collisions involved at least one injury, with nearly one-third (184 collisions) of them involving a pedestrian or bicyclist. **Table 1** below shows the overall collisions, as well as subtotals of property-damage-only (PDO) and injury collisions, sorted by segment. The South Lake Union/Downtown area experienced the highest number of collisions over the past five years, followed by the Roosevelt/University area.

Table 1: Number of Collisions by Corridor Segment, Years 2010-2014

Study Carriday Sagment		Collisions	
Study Corridor Segment	Total	Injury/ Fatal	PDO
Downtown/South Lake Union	621	204	417
Eastlake	229	97	132
Roosevelt/University	491	154	337
Northgate/Maple Leaf	316	113	203
Total	1,657	568	1,089

Table 2 below exhibits the 20 intersections and roadway segments along the corridor that experienced at least fifteen (15) crashes during the 5-year study period. Of these, there were seven intersections or roadway segments that had more than half of the total collisions involving injuries.

Table 2: Intersections and Midblock Segments with Greater than 15 Collisions, Years 2010-2014

	Study Corridor	Intersection/		Collisions	sions			
Location	Segment	Midblock	Total	Injury/Fatal	% Injury/Fatal			
5th Ave. and Virginia St.	Downtown/SLU	Intersection	52	18	35%			
Fairview Ave. N and Mercer St.	Downtown/SLU	Intersection	37	4	11%			
11th Ave. NE and NE 45th St.	Roosevelt/University	Intersection	30	16	53%			
Roosevelt Way NE between NE 45th St. and NE 47th St.	Roosevelt/University	Midblock	25	2	8%			
Mercer St. and Westlake Ave. N	Downtown/SLU	Intersection	24	13	54%			
Denny Way and Fairview Ave. N	Downtown/SLU	Intersection	23	8	35%			
Roosevelt Way NE and NE 45th St.	Roosevelt/University	Intersection	22	14	64%			
Roosevelt Way NE and NE 50th St.	Roosevelt/University	Intersection	22	6	27%			
Roosevelt Way NE and NE 80th St.	Northgate/Maple Leaf	Intersection	19	10	53%			
Eastlake Ave. E between E Lynn St. and E Louisa St.	Eastlake	Midblock	18	6	39%			
12th Ave. NE and NE 65th St.	Roosevelt/University	Intersection	18	7	61%			
7th Ave. and Virginia St.	Downtown/SLU	Intersection	18	11	33%			
Roosevelt Way NE and NE 75th St.	Northgate/Maple Leaf	Intersection	18	8	44%			
5th Ave. NE and NE 80th St.	Northgate/Maple Leaf	Intersection	17	7	41%			
Broad St. and Valley St.	Downtown/SLU	Intersection	17	6	35%			
Roosevelt Way NE and NE 65th St.	Roosevelt/University	Intersection	17	7	41%			
Fairview Ave. N and Valley St.	Downtown/SLU	Intersection	16	3	19%			
Roosevelt Way NE and NE 41st St.	Roosevelt/University	Intersection	16	8	50%			
University Bridge between Fuhrman Ave. E	Eastlake	Midblock	15	8	53%			
Valley St. between Boren Ave. N and Fairview Ave. N	Downtown/SLU	Midblock	15	3	20%			
OVERALL	TOTAL	ALL	1,657	568	34%			

Out of these fifteen intersections, eight are located in the downtown and South Lake Union area, while seven were located in the Roosevelt/University District area. Seven of the intersections had more than half of the collisions result in injuries (see shaded locations in **Table 2**), while 5th and Virginia Streets in Downtown Seattle had the overall largest number of total collisions and injury collisions in the corridor. The Roosevelt/ University area has four of the seven notable high injury collision locations. Many of the segments and intersections with high numbers of injury/fatal and total collisions are also located along portions of the corridor with heavy traffic volumes, especially around freeway access points.

Summary by Time of Day

It is important to note how collisions occurred by time of day, as these may indicate issues with lighting along certain roadway segments or intersections which would then pose a safety hazard to roadway users, resulting in collisions.

Table 3 exhibits the 10 intersections and roadway segments along the corridor that had the highest dark-to-daylight collision ratios during the 5-year study period. Collisions were considered to occur during "dark" periods based on police report observations of the light condition; dark and dusk collision periods were considered to be nighttime periods. The higher the dark-to-daylight ratio, vehicles, pedestrians, and bicycles were observed to have more frequent collisions at nighttime. While not conclusive, a high ratio suggests lighting issues which impacts user safety particularly at nighttime, which may not be revealed otherwise, as these collisions do not always result in injuries. There were seven intersections or roadway segments where half of the collisions occurred during nighttime, where time of day data was provided. In particular, the Fairview Avenue North and Mercer Street intersection was noted for having a substantially high number of collisions that occurred during the nighttime hours. This potentially could be attributed to location of the intersection, which is adjacent to the I-5 on- and off-ramps, which could lead vehicles entering or leaving the freeway to attempt to cross at a high rate of speed. There could also be lighting issues or other mitigating circumstances, including the recent reconstruction of Mercer Street through this area.

Table 3: Intersections and Midblock Segments by Dark-to-Daylight Collision Ratio, Years 2010-2014

	Study Corridor	Intersection/	Collisions								
Location	Segment	Midblock	Total	Injury Collisions	Dark-to- Daylight Ratio						
Fairview Avenue N and Mercer Street	Downtown/SLU	Intersection	37	4	2.625						
Denny Way and Fairview Avenue N	Downtown/SLU	Intersection	23	8	1.375						
5th Avenue and Stewart Street	Downtown/SLU	Intersection	14	5	1.333						
Broad Street and Valley Street	Downtown/SLU	Intersection	17	6	1.333						
Boren Avenue and Fairview Avenue	Downtown/SLU	Intersection	10	3	1.250						
11th Avenue NE between NE 42nd Street and NE 43rd Street	Roosevelt/University	Midblock	10	1	1.000						
Fairview Avenue N between Republican Street and Mercer Street	Downtown/SLU	Midblock	3	1.000							
11th Avenue NE and NE 42nd Street	Roosevelt/University	Intersection	11	5	0.833						
Denny Way and Westlake Avenue	Downtown/SLU	Intersection	12	3	0.800						
Roosevelt Way NE between NE 45th Street and NE 47th Street	Roosevelt/University	Midblock	25	2	0.778						
OVERALL	TOTAL	ALL	1,657	568	0.445						

Intersection Collision Summary

A total of 943 of the 1,657 crashes were determined to be located at or related to intersections along the RDHCT Corridor. The bulk of these collisions occurred in either the South Lake Union/Downtown or Roosevelt/University areas as shown in Figure 1. 374 of the 943 were logged as resulting in an injury to a driver (244), pedestrian (66), or bicyclist (64).

Midblock Collision Summary

The remaining 714 collisions of the 1,657 crashes occurred along midblock sections of the corridor. Midblock crashes resulted in fewer injuries; only 194 of the 714 collisions, or around 27 percent, resulted in injuries to involved parties.

Figure 1 displays the overall corridor collision summary, sorted by intersection versus midblock crash location. As the figure shows, collision frequencies primarily are located in the South Lake Union/Downtown and Roosevelt/University areas. These areas with high amounts of midblock collisions are places along the corridor with high pedestrian and traffic activity; for example, there

^{*} Only intersections and segments with 10 collisions or more over the 5-year period were included for analysis. Unknown and other lighting situations were omitted from the dark-to-daylight ratio.

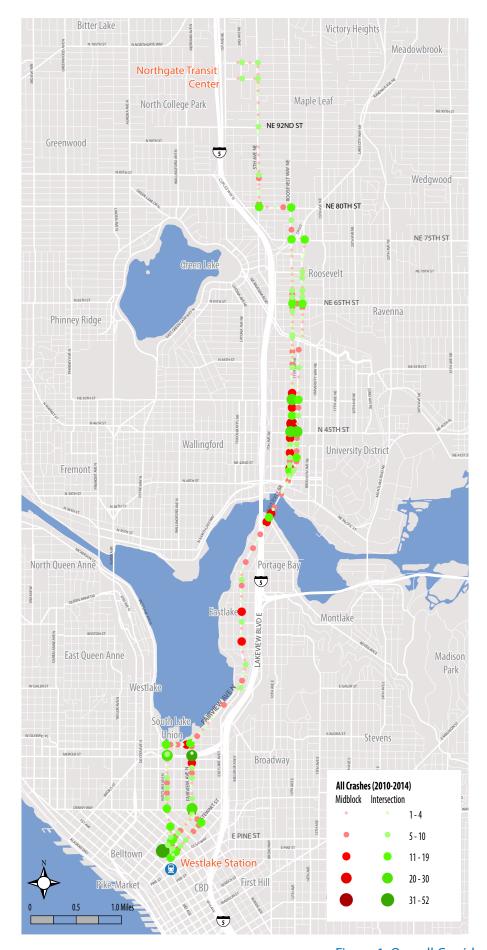




Figure 1. Overall Corridor Collision Summary

are numerous midblock crosswalks in the University District which are used by many students and visitors. This could result in a higher number of collisions occurring in those areas.

Vehicle-Vehicle or Vehicle-Property Damage Only (PDO) Collisions

Six intersections and one midblock segment had at least seven passenger injury collisions during the 5-year time period, where only vehicles were involved in the crash. These locations are summarized in **Table 3** below. Additionally, the number of collisions at those locations where property damage only (PDO) or no injuries occurred between vehicles.

Table 3: Intersections and Midblock Segments with Seven or more Vehicle Passenger Injury Collisions, Years 2010-2014

	Study Corridor	Intersection	Collisions											
Location	Segment	/Midblock	Total	Injury/Fatal	Vehicle Injury*	PDO								
5th Ave. and Virginia St.	Downtown/SLU	Intersection	52	18	18	34								
Mercer St. and Westlake Ave. N	Downtown/SLU	Intersection	24	13	11	11								
7th Ave. and Virginia St.	Downtown/SLU	Intersection	18	11	11	7								
11th Ave. NE and NE 45th St.	Roosevelt/University	Intersection	30	16	10	12								
Roosevelt Way NE and NE 80th St.	Northgate/Maple Leaf	Intersection	19	10	9	8								
Roosevelt Way NE and NE 45th St.	Roosevelt/University	Intersection	22	14	8	8								
University Bridge between Fuhrman Ave. E and NE Northlake Way	Eastlake	Midblock	15	8	7	6								

Note:

Locations such as the 5th Avenue and the 7th Avenue intersections with Virginia Street could have high numbers of injuries to passengers in vehicles as a result of intersection geometry. At the 5th Avenue and Virginia Street intersection traffic is separated into two channels by the above-ground monorail, while at 7th Avenue traffic intersects with Westlake Avenue and Virginia Street at non-standard angles in close proximity. Intersections like Mercer Street and Westlake Avenue, Roosevelt Way and NE 45th Street, and 11th Avenue and NE 45th Street all experience high traffic volumes that connect from and to nearby freeway access points, which could result in crashes that occur at high speeds and with more injuries or that introduce a greater number of conflict interactions, such as when vehicles "block the box" or occupy bicycle lanes or pedestrian crosswalks.

The University Bridge midblock segment has the highest number of injury collisions for a roadway segment, particularly for people in vehicles. This could be because of the high speeds occurring

^{*} The number of vehicle injury collisions is a subset of the total number of injury collisions – for example, 11 of the 13 injury collisions at Mercer St. and Westlake Ave. N involved passenger vehicles only; the other two injury collisions were crashes where a non-vehicular party was injured.

along the bridge straightaway and the lack of median or buffer between the northbound and southbound directions, which could result in more severe injury collisions.

As the focus of the analysis was on locations with relatively high numbers of injury collisions, there were several locations that experienced mostly non-injury or property-damage-only collisions that are notable. The 5th Avenue and Virginia intersection has the most non-injury collisions along the corridor with 34 collisions of this type (it also has the highest overall and vehicular injury collisions), with the Fairview Avenue N and Mercer Street intersection (33 PDO collisions) and Roosevelt Way midblock segment between NE 45th Street and NE 47th Street (22 PDO collisions) being the other two locations with greater than 20 non-injury collisions over the past five years.

Pedestrian-Vehicle Collisions

Six intersections were identified to have three or more injury collisions involving pedestrians during the 5-year time period; no midblock segments experienced this number of collisions involving pedestrians. These locations are summarized in **Table 4**.

Table 4: Intersections and Midblock Segments with Three or More Pedestrian Injury Collisions, Years 2010-2014

Laurian	Study Corridor	Intersection/	Collisions									
Location	Segment	Midblock	Total	Injury/Fatal	Pedestrian Injury*							
Roosevelt Way NE and NE 45th St.	Roosevelt/University	Intersection	22	14	5							
Denny Way and Fairview Ave.	Downtown/SLU	Intersection	23	8	4							
12th Ave. NE and NE 75th St.	Northgate/Maple Leaf	Intersection	14	8	4							
Roosevelt Way NE and NE 65th St.	Roosevelt/University	Intersection	17	7	4							
3rd Ave. NE and NE 103rd St.	Northgate/Maple Leaf	Intersection	7	5	3							
Roosevelt Way NE and NE 42nd St. N	Roosevelt/University	Intersection	9	3	3							

Note: *The number of pedestrian injury collisions is a subset of the total number of injury collisions – for example, 5 of the 14 injury collisions at Roosevelt Way NE and NE 45th St. involved pedestrians.

Several locations are hot spots for pedestrian collisions. Roosevelt Way near the University District has intersections such as 45thStreet and 42nd Street with comparatively higher pedestrian crashes (five and three collisions, respectively). This could be attributed to the high number of pedestrians in the area along with the volume of traffic utilizing the corridor, resulting in more conflicts between pedestrians and vehicles. In particular, the Roosevelt Way and NE 45th Street intersection in this corridor also experiences relatively high numbers of vehicular injury collisions, which could indicate potential safety issues at that intersection, such as high peak period volumes, the slightly off-center approach along Roosevelt Way, and relative proximity to I-5.

In addition to vehicular-pedestrian collisions, there were three recorded collisions during the past five years where a bicycle and pedestrian collided, resulting in reported injuries. They were located at the following intersections/segments: 12th Avenue NE and NE 65th Street, Thomas Street and Westlake Avenue N, and the Stewart Street midblock segment between 8th Avenue and 9th Avenue. As there are no further details to the reasons for the collisions, no discernible patterns from the crash dataset could be determined. **Figure 2** displays the pedestrian collision summary along the corridor.

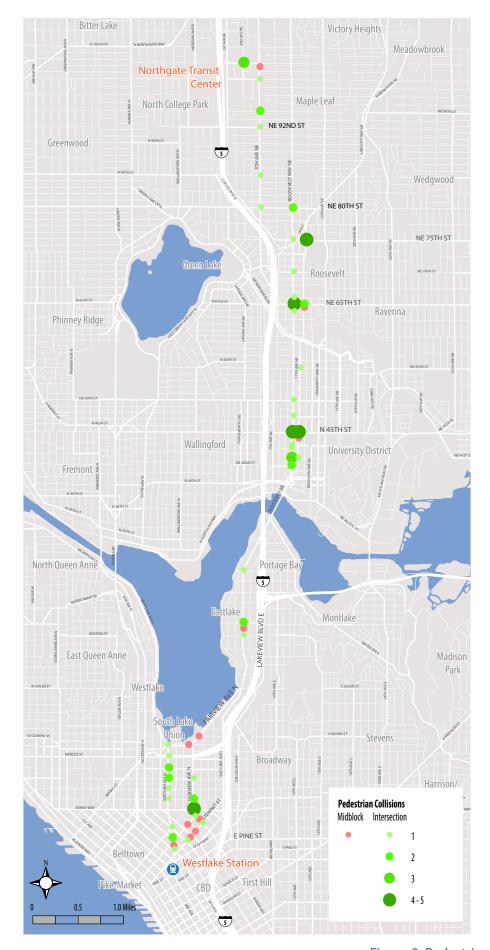




Figure 2. Pedestrian Collision Summary

Bicycle-Vehicle Collisions

Five intersections and five midblock segments had three or more injury collisions involving bicyclists. These 10 locations are summarized in **Table 5**.

Table 5: Intersections and Midblock Segments with Three or more Bicycle Injury Collisions, Years 2010-2014

Location	Study Corridor	Intersection/	Collisions								
Location	Segment	Midblock	Total	Injury	Bicycle Injury*						
Eastlake Ave. E and Fuhrman Ave. E	Eastlake	Intersection	14	9	7						
11th Ave. NE and NE 45th St.	Roosevelt/University	Intersection	30	16	4						
Eastlake Ave. E between Harvard Ave. E and Fuhrman Ave. E	Eastlake	Midblock	13	6	4						
Roosevelt Way NE and NE 66th St.	Northgate/Maple Leaf	Intersection	7	6	4						
Eastlake Ave. E and E Edgar St.	Eastlake	Intersection	7	5	4						
Eastlake Ave. E between E Lynn St. and E Louisa St.	Eastlake	Midblock	18	6	3						
Roosevelt Way NE between NE 43rd N St. and NE 45th St.	Roosevelt/University	Midblock	13	5	3						
Roosevelt Way NE between NE 42nd N St. and NE 43rd S St.	Roosevelt/University	Midblock	13	4	3						
Eastlake Ave. E between E Roanoke St. and E Edgar St.	Eastlake	Midblock	7	4	3						
Fairview Ave. E and Fairview Ave. N	Eastlake	Intersection	4	4	3						

Note: *The number of bicycle injury collisions is a subset of the total number of injury collisions – for example, 7 of the 9 injury collisions at Eastlake Ave. E and Fuhrman Ave. E involved bicycles.

Of the locations identified in **Table 5**, the Fuhrman Avenue intersection with Eastlake Avenue E as well as the midblock segment just south of that intersection (to Harvard Avenue E) have a combined 11 collisions involving bicyclists. This location is an area with a high amount of vehicular and bicycle traffic using the University Bridge to the north and Eastlake Avenue. A substantial number of the bicycle collisions can be attributed to the travel patterns that result in conflicting movements; notably, the northbound vehicular right and southbound left turns coming from Eastlake Avenue onto Fuhrman Avenue impact northbound bicycle through movements onto the University Bridge. This intersection was already identified by SDOT staff as a collision "hot spot" due to existing movement patterns and the physical intersection geometry.¹

Other locations with high bicycle injuries such as the intersections and midblock segments along the 11th Avenue and Roosevelt Way couplet are notable due to their proximity to the University of Washington and the use of unprotected bike lanes. However, SDOT has recently constructed a

¹ Meeting with Saeed Nowkhasteh and Rich Meredith from SDOT, February 17, 2015.

protected bicycle lane from NE 45th Street to the University Bridge area; this project will improve safety for bicyclists in this area, providing a separated path for users away from vehicular traffic.²

Also notable is the Eastlake Avenue North section south of Harvard Street. Since no bicycle lanes are provided in this section and parking is allowed (except during the peak hour in peak directions), bicycles are in a more vulnerable position on the roadway. **Figure 3** exhibits the bicycle collision summary along the corridor.

² "Roosevelt Way NE Protected Bike Lane" project webpage. Accessed March 5, 2015; http://www.seattle.gov/transportation/rooseveltpbl.htm

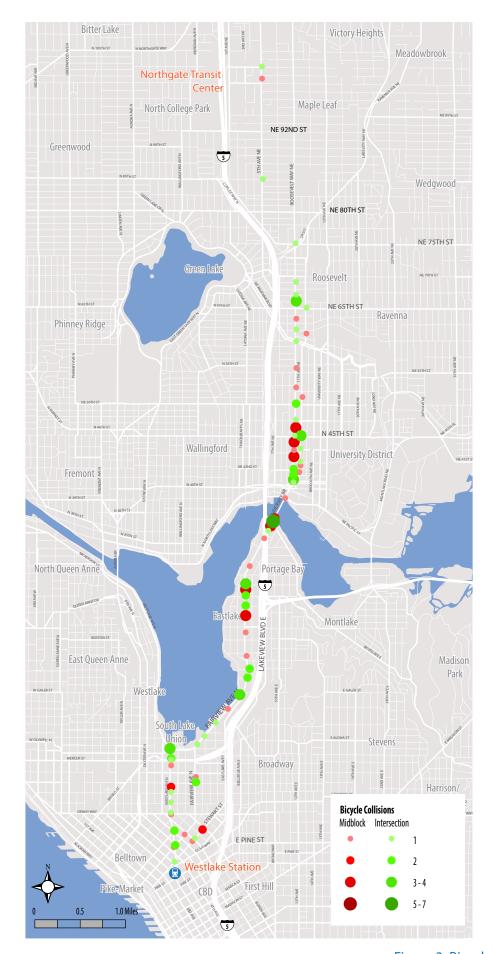




Figure 3. Bicycle Collision Summary

Summary

As mentioned in the beginning of this document, there were a reported 1,657 collisions located along the RDHCT Corridor. Based on the crash data analyzed for this memorandum, several locations in the corridor were particularly notable for the high number of collisions occurring during the most recent 5-year data period. They include the South Lake Union/Downtown area, where high pedestrian and bicycle volumes combined with vehicular traffic accessing to and from freeways result in numerous conflicts, and the Roosevelt/University area, which has significant pedestrian and bicycle volumes as well as geometric/channelization challenges (such as the University Bridge) that result in high numbers of collisions.

A particular focus of this analysis was to study factors along the corridor that result in high pedestrian and/or bicycle injury collisions. Factors identified in the analysis that contributed to specific locations along the corridor experiencing these types of collisions include:

- High number of pedestrians/bicycles using segment or intersection;
- Geometric setup of intersection or segment, resulting in abnormal approaches;
- Signal phasing such as permitted left turns;
- Lack of signage or awareness in high conflict areas;
- Geography of intersection/midblock segment (i.e. topography of Roosevelt area is conducive to speeding in the southbound direction); and,
- Lack of protected bicycle facilities.

It is important to note that this analysis did not review individual collisions, as no police or incident reports were part of the data review. In order to conduct a "hot spot" or more comprehensive review of particular intersections and segments of concern, summaries of these reports would be necessary in order to ascertain specific patterns and trends relevant to those high-occurrence collision locations.

DRAFT Existing Conditions Report Technical Appendices H-I Roosevelt to Downtown High Capacity Transit Seattle Department of Transportation Draft December 8, 2015

Roosevelt to Downtown HCT Plan

Appendix H - Existing Bus and Streetcar Stop Inventory

June 26, 2015 H E L I TT

ROOSEVELT-DOWNTOWN CORRIDOR: EXISTING BUS STOP INVENTORY

,		General Info	ormation		Platform Area					S	Shelters Stop Amenities								Sign	age / Pa	asseng	er Info			Other					
					ys .			T		Ę		١.	_				se.			s		Т				T	tion			
			S		nsfer					latio	ے	ā	χο χο		e		ixtur			estals		ļ.					ctronic Passenger Information			
			oute		Traı			Door	Door	8 8	Width		ter (ptac	ing	焦	ine		Ped		Marker	Kiosk			Information	lug	olley		
	pper		lor R		oute		a			Slope			She	anch	Sece	Lightin	å Ei	Machine	es	ding	au	on P	lor			rma	nger	rTr		
	Nun		orrid		or Re		Tactile Curb Edge	, Front	, Rear	⊔ ເ	Minimum Sidewalk Utilities in Sidewalk		etro Iter	g Be	ter [lter	cale		enit	Vendi	Phone	cation	Sign	a			asse	al fo	ning	
	Stop	tion	i C	_	Majo	ij	urb	Pad,	anding Pad, F	8 S	m Si	<u> </u>	d Metr	anding Be	d Litt	١٤	ian S	e Storage Vending	Ame		Pay P Trees	Identifica	tion	Schedule	Map	Bus	ic P.	ctric	se Zoi	
	ro S	rsec	seve	ig.	arby	o Pai	ile (anding	anding	walk	Minimur Utilities		Standar	-sta	Attachec 3arbage	nterior	estri	Bicycle §	urity	Newspaper	lic P	lde	nformation	Scho	te S S	General	tron	Ele	Sn-F	
Study#	Met	<u>n</u>	Roo	Dire	Nea	Curb	Tact	Lano	Lanc	Side	Mi Mi		star Cus	Free	Atta 	Inte	Ped	Bicycle Ticket	Seci	Nev	Public Street	Stop	Info	Bus	Route	Gen Gen	Elec	н/о	Lanc	Supplemental Comments
001	940	Stewart St & 9th Ave	66, 70, 71, 73, 83	SW	Υ	Χ		Χ	Х	1.5	Х	(Х					Х		Х	Х	Х		Х)	(X		Х	DMC	Adjacent building provides shelter
002	950 880	Stewart St & 7th Ave Virginia St & 6th Ave	66, 70, 71, 72, 73, 83	SW NE	Y	Х		Х	X	3.9	X	,				+ +						Х		Х	-	X	-	X	DOC	Stop temporarily closed at time of survey
004	900	Virginia St & 9th Ave	70	NE	Y	Х			X	2.5												X						Х	DMC	Curb paint faded
005	10280	Fairview Ave & Denny Way	70, 71, 72, 73, 83	N	Υ	Х		Χ	Х	1.6	++-		Х		Х					Х		Х		Х		Х		Х	DMC	Curb paint faded, Solar Garbage Can
006 007	10305 10325	Fairview Ave N & Harrison St Fairview Ave N & Valley St	70, 71, 72, 73, 83 70, 71, 72, 73, 83	N NE	N N	X		X		1.8		_	X X	X	X						X			X		X	_	X	SM SM	Curb paint small strip only Curb paint faded
007	10323	Fairview Ave N & Yale Ave N	70, 71, 72, 73, 83	NE NE	N	X		X		4.3		`	X	X	Х						X	_		X	+	X		X	SM	(2) Standard shelters combined w/ (2) benches
009	10350	Fairview Ave E & Yale Ave N	70, 71, 72, 73, 83	NE	N			Χ	Х	2.4												Х						Х	SM	
010	9460	Eastlake Ave E & E Garfield St	66, 70, 71, 72, 73, 83	N	N	X			X		VFY		Х	Х							Х			Х				X	C1-65	Coult point foded
011 012	9480 9500	Eastlake Ave E & E Howe St Eastlake Ave E & E Lynn St	70, 71, 72, 73, 83 66, 70, 71, 72, 73, 83	N N	N N	X		X	Х	4.2 2.9		+	x	Х	х	+ +				Х	Х	X		Х		Х		X	C1-40 NC2P-40	Curb paint faded Curb paint faded
013	9510	Eastlake Ave E & E Louisa St	70, 71, 72, 73, 83	N	N	Χ		Х		2.8			X	Х	Х	Х					Х	_		Х		Х		Х	NC2P-40	Curb paint faded
014	9530	Eastlake Ave E & E Hamlin St	70, 71, 72, 73, 83	NE	N	Х		Х	,	3.1	++-											X						X	NC3P-40	Curb paint faded
015 016	9550 9560	Eastlake Ave E & E Allison St Eastlake Ave E & Harvard Ave	70, 71, 72, 73, 83 66, 70, 71, 72, 73, 83	NE N	N Y	X		X		1.1 2.8		+	X									X		Х	X)	(X		X	NC3-40 NC2P-40	Curb paint faded (2) Standard shelters combined w/ (2) benches
017	9620	Eastlake Ave NE & NE 41st St	66	NE	N	Х			X	1.5		7	x x	Х	Х							X		X	^ /	X	_	\ \ \	MR	Custom Mural in Standard Shelter, Curb paint faded
018	9630	11th Ave NE & NE 42nd St	66, 67	N	N	Χ		Χ	Х	3.2												Х				Х			MR	No Route on ID Marker, Curb paint faded
019 020	9650 9660	11th Ave NE & NE 45nd St 11th Ave NE & NE 47th St	49, 66, 67, 70 66, 67	N N	Y N	X		X		3.5 2.1	VFY X	()	Х	X	Х	+ +					X	X		Х	-	Х		Х	NC3-85 NC3-85	Curb paint faded
020	23500	11th Ave NE & NE 47th St	66, 67	N	N	X			X	5.3		()	х	X	Х						^	^		X		X			LR3	Curb paint faded, Rear pad between street trees Curb paint faded
022	23510	11th Ave NE & NE 52nd St	66, 67	N	N	Χ		Χ		4.2	Х	_										Х							LR2	Curb paint faded
023	23520	11th Ave NE & NE 55th St	66, 67	N	N	X		X		4.3		,			Х							X							SF5000	Curb paint faded
024 025	23530 23540	11th Ave NE & NE Ravenna Blvd 12th Ave NE & NE 61st St	66, 67 66, 67, 73	NE N	N N	X		X	Х	7.5 9.5		_										X				+			SF5000 SF5000	Curb paint faded Curb paint faded
026	23560	12th Ave NE & NE 65th St	66, 67	N	Υ			Χ		1.8		_	х х	Х			Х					Х		Х					NC2P-65	Custom Mural in Standard Shelter
027	23580	12th Ave NE & NE 70th St	66, 67	N	N	Х		Х	Х	4.2		(X							SF5000	
028 029	23600 23610	NE 75th St & 12th Ave NE Roosevelt Way NE & NE 75th St	66, 67, 68 66, 67, 68	W N	N N	X		X	VFY	2.8 1.4		,			Х						X			Х		X			SF5000 NC2-40	Curb paint faded Curb paint faded
030	23630	NE 80th St & Roosevelt Way NE	66, 67	W	N	Х		Х		6.3		,									X								SF5000	Curb paint faded
031	23640	NE 80th St & 8th Ave NE	66, 67	W	N	Х		Х		0.5		_									Х	_							SF5000	Curb paint faded
032	23650 23660	5th Ave NE & NE 80th St 5th Ave NE & NE 82nd St	66, 67, 242 66, 67, 242	N N	N N	X		X		5.5 7.2		<u> </u>			Х	+++						X				+			SF5000 SF5000	
034	23670	5th Ave NE & NE 85th St	66, 67, 242	N	N	X		Х	VFY	6.2		<			^							X							NC1-40	
035	23680	5th Ave NE & NE 88th St	66, 67, 242	N	N	Х		Χ	Х	4.5												Х							SF5000	Curb paint faded
036 037	23690 23700	5th Ave NE & NE 90th St 5th Ave NE & NE 92nd St	66, 67, 242 66, 67, 242	N N	N N	X		X		7.9	VFY	(X							SF5000 SF5000	
037	23700	5th Ave NE & NE 92hd St 5th Ave NE & NE 95th St	66, 67, 242	N	N	X		Х	Х	4.2		+		1 1	+	+ +						X	1		+	+	1	1	SF5000 SF5000	
039	23730	5th Ave NE & NE 98th St	66, 67, 242	N	Υ	Х		Χ	Х	6.9												Х							LR3	
040 041	35290 23273	NE 103rd St & 5th Ave NE	68, 242	W	Y	X		X	Х	5.1 3.9		_	Х Х	X	Х	Х	Х					X				+	-		NC3-65 NC3-65	(2) Std shelters w/ (2) benches, custom mural
041	23276	NE 100th St & 4th Ave NE NE 100th St & 4th Ave NE	66, 67, 242 66, 67, 242	E	Y	X		X		0.3		_	X	X	X	++	^				X	_			-	+			NC3-65 NC3-65	Bench provided by adjacent housing project Curb paint faded
043	23260	5th Ave NE & NE 103rd St	NA	S	Υ	Χ		Χ		1.8											X	Х							NC3-65	Curb paint faded
044	23270	5th Ave NE & NE 100th St	66, 67, 242	S	Υ	X		X		2.8		_	v .	1,		+				igsquare		X		X	_	X		\Box	NC3-65	Curb paint faded
045 046	23290 23300	5th Ave NE & NE 95th St 5th Ave NE & NE 92nd St	66, 67, 242 66, 67, 242	S S	N N	Х		X	Х	1.8 4.7		_	ХХ	X	X	X						X		X	-	X	_		SF7200 SF5000	Custom Mural in Standard Shelter Step @ Curb
047	23310	5th Ave NE & NE 92th St	66, 67, 242	S	N	Х		Х	Х	0.6		_				<u> </u>						X		X		X			SF5000	Curb paint faded
048	23320	5th Ave NE & NE 88th St	66, 67, 242	S	N	Х				-	Х	_										Х		Х		Х			SF5000	Curb paint faded, no landing pad
049 050	23330 23340	5th Ave NE & NE 85th St 5th Ave NE & NE 82nd St	66, 67, 242 66, 67, 242	S S	N N	X		X	Х	1.5 8.2		+	Х	Х	Х	+				Х		X	1	X	+	X	_		NC1-40 SF5000	Curb paint faded
050	23350	NE 80th St & 5th Ave NE	66, 67	E	N	X		X	-	1.1		+				+					Х			^	\dashv	-			SF5000	Curb paint faded
052	23360	NE 80th St & 8th Ave NE	66, 67	Е	N	Х		Х		0.2			Х	Х								Х							SF5000	Custom Mural in Std Shelter, Curb paint faded
053 054	23370 23390	Roosevelt Way NE & NE 80th St Roosevelt Way NE & NE 75th St	66, 67, 68 66, 67, 68	S S	N N	X		X	v	4.9 8.1	++-	+,	x x		Х	+					X	X		X		Х	-	+	SF5000 NC2-40	Curb paint faded Custom Mural in Std Shelter, Curb paint faded
055	23420	Roosevelt Way NE & NE 75th St	66, 67	S	N	X		X	^	1.6		_	X	Х	Х				 		X	_		X					NC2-40	Curb paint faded



ROOSEVELT-DOWNTOWN CORRIDOR: EXISTING BUS STOP INVENTORY

	General Information								rm Area	a		She	ters				S	top Ame	nities		_			Signa	ge / Pas	senger	Info			Other
Study #	Metro Stop Number	Intersection	Roosevelt Corridor Routes	Direction	Nearby Major Route Transfers	Curb Paint	ag 7	Landing Pad, Front Landing Pad, Rear	Raised Height Boarding Platform	ilk Cross Slop	Utilities in Sidewalk	1 5	Custom Shelter	4.	Attached Litter Receptacle	Can	elter Lighting	Pedestrian Scaled Light Fixtures Bicycle Storage	Pu	Security Amenities Newspaper Vending Pedestals	hone	Street trees	Stop Identification Marker	Information Sign or Kiosk	Bus Schedule Route Map	Systems Map	General Bus Information Electronic Passenger Information	O/H Electrical for Trolley	Land-Use Zoning	Supplemental Comments
056	16440	Roosevelt Way NE & NE 65th St	66, 67	S	Υ	Х		X X		0.5	Х														Х		Х		NC3P-65	
057	16450	Roosevelt Way NE & NE 63rd St	66, 67	S	N	Х		Х		5.4	Х	_		Χ									Х		Х				NC2-40	Curb paint faded
058	16460	Roosevelt Way NE & NE Ravenna Blvd	66, 67	S	N	Х				2.1	Х	_				Х						Х	Х		Х				NC2-40	No curb, paint faded
059	16470	Roosevelt Way NE & NE 58th St	66, 67	S	N	Х		X		3.3	Х											Х	Х		Х				NC2-40	
060	16480	Roosevelt Way NE & NE 56th St	66, 67	S	N	Х		X		3.6	Х												Х		Х		Х		NC2-40	Curb paint faded
061	16490	Roosevelt Way NE & NE 53rd St	66, 67	S	N	Х		X		2.9		_	Χ	Χ		Х						Х	Х		Х				NC2-40	Custom image in Std Shelter, Curb paint faded
062	9589	Roosevelt Way NE & NE 50th St	66, 67	S	N	Х		х х		4.2	Х		Χ									Х	Х		Х				NC3-65	Shelter provided by adjacent building awning
63A	9600	Roosevelt Way NE & NE 45th St	66, 67	S	Υ	Х		X X		2.5												Х	Χ		Х		Х		NC3-65	Stop currently closed, curb paint faded
63B	9600-T	Roosevelt Way NE & NE 45th St	66, 67	S	Υ	Χ				0.4		Х	Χ			Χ						Х	Χ						C1-65	Temporary stop? Custom image in Std Shelter
064	9610	Roosevelt Way NE & NE 42nd St	66, 67, 68	S	N	Х		Х		1.7	Х			Χ								Х	Х		Х		Х		C1-65	Curb paint faded
65A	23450	Eastlake Ave E & NE 40th St	66	SW	N	Χ	2	Х		3.1													Χ		Χ		Х		C1-65	Curb paint faded
65B	9140	University Bridge & NE 40th St	70, 71, 72, 73, 83	S	N	Х		х х		3.8		Х		Χ		Χ						Х	Χ		Х Х	Х	Х	Χ	C1-65	Custom image in Std Shelter, Curb paint faded
066	9141	Eastlake Ave E & Harvard Ave	66, 70, 71, 72, 73, 83	SW	Υ			Х		2.8		Х	Χ	Х		Χ							Χ		Х		Х	Χ	NC2P-40	Custom image in Std Shelter
067	9150	Eastlake Ave E & E Allison St	70, 71, 72, 73, 83	SW	N	Х	7	X		0.2				Χ									Χ		Х		Х	Х	NC3-40	Curb paint faded
068	9170	Eastlake Ave E & E Hamlin St	70, 71, 72, 73, 83	SW	N			Х		4.3				Χ						Х		Х	Χ		Χ		Х	Χ	NC3P-40	
069	9190	Eastlake Ave E & E Louisa St	70, 71, 72, 73, 83	S	N	Х		X		4.9						Х		Х		Х		Х	Χ		Х		Х	Х	NC2P-40	Lighting provided by adjacent building
070	9200	Eastlake Ave E & E Lynn St	66, 70, 71, 72, 73, 83	S	N	Х		х х		3.8	Х					Х		Х		Х		Х	Χ		Х		Х	Х	NC2P-40	Lighting provided by adjacent building
071	9220	Eastlake Ave E & E Newton St	70, 71, 72, 73, 83	S	N	Х	2	х х		3.3		Х		Χ	Χ								Χ				Х	Х	LR3	Curb paint faded
072	9240	Eastlake Ave E & E Garfield St	66, 70, 71, 72, 73, 83	S	N	Х	2	х х		2.2		Х		Χ		Χ							Χ		Х		Х	Х	IG1 U/45	Curb paint faded
073	10170	Fairview Ave E & E Nelson Pl	70, 71, 72, 73, 83	SW	N	Х	2	Х		0.4	Х											Х	Χ					Х	C2-40	Curb paint faded
074	10180	Fairview Ave N & Yale Ave N	70, 71, 72, 73, 83	SW	N		2	х		1.8	Х	1		Х		Х						Х	Х					Х	C2-40	
075	10190	Fairview Ave N & Minor Ave N	70, 71, 72, 73, 83	SW	N		2	Х		2.6	Х	Х		Х	Х								Х					Х	C2-40	
076	10210	Fairview Ave N & Republican St	70, 71, 72, 73, 83	S	N	Х	2	х х		0.9		ĺ	Χ	Χ		Х						Х						Х	SM	Custom frame for pathway
077	10225	Fairview Ave N & Thomas St	70, 71, 72, 73, 83	S	N	Х				0.2	Х	Х		Χ		Х				Х		Х	Х					Х	SM	· · ·
078	10240	Boren Ave & Virginia St	70, 71, 72, 73, 83	SE	N		2	х х		4.1	Х	1											Х		Х	1		Х	DMC	

ROOSEVELT-DOWNTOWN CORRIDOR: EXISTING SOUTH LAKE UNION STREETCAR STOP INVENTORY

		Platform Area							Shelte	ers	Stop Amenities											nage	/ Pass	enger l	nfo		Other						
Study#	Metro Stop Number	Intersection	Roosevelt Corridor Routes	Direction	Nearby Major Route Transfers	_世 .	Tactile Curb Edge	Landing Pad, Front	Raised Height Boarding Platform	Sidewalk Cross Slope (%)	Minimum Sidewalk Width	Utilities in Sidewalk	Std Streetcar Shelter (11'-0")	Custom Shelter	Free-standing Bench Attached Litter Recentacle	Garbage Can	Interior Shelter Lighting	Pedestrian Scaled Light Fixtures	Bicycle Storage	Ticket Vending Machine	Security Amenities	Newspaper Vending Pedestals	Public Pay Phone	Street trees	Information Sign or Kiosk	Bus Schedule	Route Map	Systems Map	General Bus Information	Electronic Passenger Information	O/H Electrical for Trolley	Land-Use Zoning	Supplemental Comments
A	26680	Westlake Ave & Olive Way	SLU Streetcar	N	Υ		Х	X :	< X	0.9		Χ	Х	Х					Х	Х		Х		х х	Х		Х			Х	Х	DOC	Short-term bike storage/repair, food truck area
В	26689	Westlake Ave & 7th Ave	SLU Streetcar	N	N		Х	X :	< X	0.3			Χ							Χ				х х	X		Х			Χ	Χ	DOC	
С	26690	Westlake Ave & 9th Ave	SLU Streetcar	N	N		X	X :	< X	1.5			Χ						Х	Х				Χ	X		Х			Χ	Х	DMC	Bicycle racks nearby
D	26693	Terry Ave N & Thomas St	SLU Streetcar	N	N		X	X :	< X	1.4		Χ	Χ							Χ			7	Χ	X		Х			Χ	Х	SM	
E	26698	Terry Ave N & Republican St	SLU Streetcar	N	N		Х	X :	< X	0.6													- 1	Х							Χ	SM	
F	26701	Valley St & Terry Ave N	SLU Streetcar	E	Ν		Х	X .	(X	2.9			Χ					Х						Х	X		Х			Χ	Χ	SM	
G	26705	Fairview Ave N & Aloha St	SLU Streetcar	NE	Υ		X	X .	< X	0.8			Χ							Χ				Х	X		Х			Χ	Χ	SM	
Н	26705	Fairview Ave N & Aloha St	SLU Streetcar	SW	Υ		Χ	X .	< X	0.8			Χ							Χ				Х	X		Х			Χ	Χ	C2-40	
1	26701	Valley St & Terry Ave N	SLU Streetcar	W	Ν		X	X .	(X	0.9			Χ					Χ		Χ				Х	X					Χ	Χ	C2-40	
J	26641	Westlake Ave N & Mercer St	SLU Streetcar	S	z		Х	X .	X	0.8				Χ	X	Х				Χ			, ,	Х	X					Χ	Χ	SM	Shelter and bench provided by adjacent building
K	26645	Westlake Ave N & Harrison St	SLU Streetcar	S	N		Х	X Z	< X	0.4			Χ		X	X						Χ		X X	X		Х			Χ	Χ	SM	Bench provided by adjacent building
L	26665	Westlake Ave & 9th Ave	SLU Streetcar	S	N		Χ	X .	X	3.2		Χ								Χ				Х	X		Х			Χ	Χ	DMC	
M	1619	Westlake Ave & Virginia St	SLU Streetcar	S	N																										Χ	DOC	Stop temporarily closed at time of survey
N	26680	Westlake Ave & Olive Way	SLU Streetcar	S	Υ		X	X :	(X	0.9		Χ		Х					X	Х		Х	- 1	X X	X		Х			Χ	X	DOC	Short-term bike storage/repair, food truck area

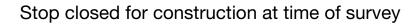




Study #: 001 Stewart St & 9th Ave



Study #: 004 Virginia St & 9th Ave



Study #: 002 Stewart St & 7th Ave



Study #: 005 Fairview Ave & Denny Way



Study #: 003 Virginia St & 6th Ave

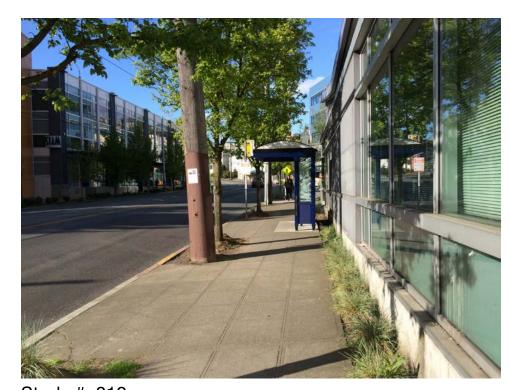


Study #: 006 Fairview Ave N & Harrison St





Study #: 007 Fairview Ave N & Valley St



Study #: 010 Eastlake Ave E & E Garfield St



Study #: 008 Fairview Ave N & Yale Ave N



Study #: 011 Eastlake Ave E & E Howe St



Study #: 009 Fairview Ave E & Yale Ave N



Study #: 012 Eastlake Ave E & E Lynn St





Study #: 013 Eastlake Ave E & E Louisa St



Study #: 016 Eastlake Ave E & Harvard Ave



Study #: 014 Eastlake Ave E & E Hamlin St



Study #: 017 Eastlake Ave NE & NE 41st St

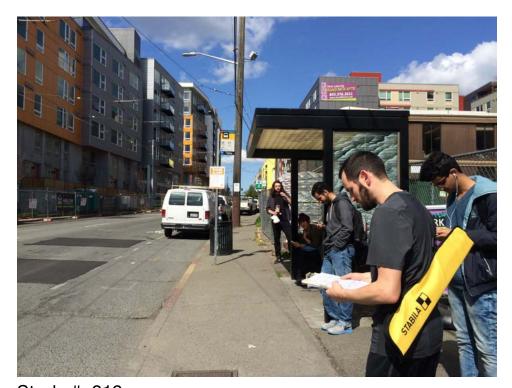


Study #: 015 Eastlake Ave E & E Allison St



Study #: 018 11th Ave NE & NE 42nd St





Study #: 019 11th Ave NE & NE 45nd St



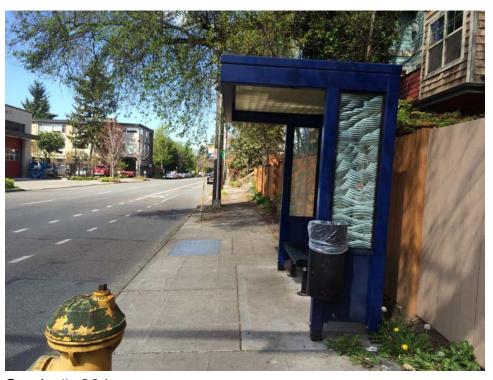
Study #: 022 11th Ave NE & NE 52nd St



Study #: 020 11th Ave NE & NE 47th St



Study #: 023 11th Ave NE & NE 55th St



Study #: 021 11th Ave NE & NE 50th St



Study #: 024 11th Ave NE & NE Ravenna Blvd





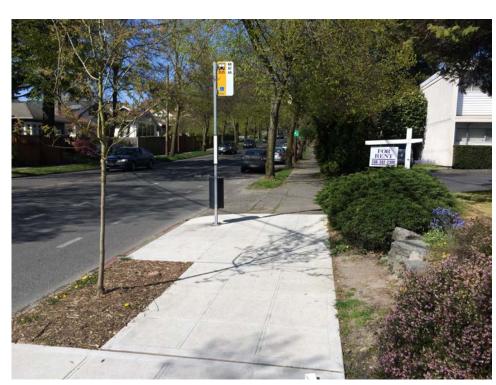
Study #: 025 12th Ave NE & NE 61st St



Study #: 028 NE 75th St & 12th Ave NE



Study #: 026 12th Ave NE & NE 65th St



Study #: 029 Roosevelt Way NE & NE 75th St



Study #: 027 12th Ave NE & NE 70th St



Study #: 030 NE 80th St & Roosevelt Way NE





Study #: 031 NE 80th St & 8th Ave NE



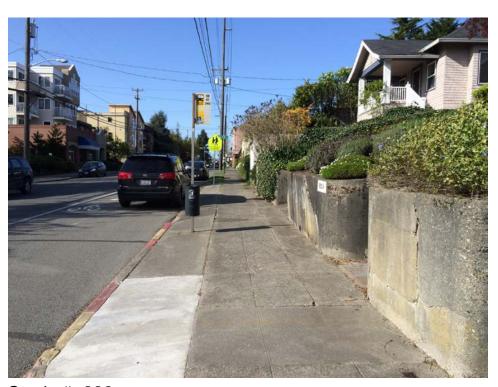
Study #: 034 5th Ave NE & NE 85th St



Study #: 032 5th Ave NE & NE 80th St



Study #: 035 5th Ave NE & NE 88th St



Study #: 033 5th Ave NE & NE 82nd St



Study #: 036 5th Ave NE & NE 90th St





Study #: 037 5th Ave NE & NE 92nd St



Study #: 040 NE 103rd St & 5th Ave NE



Study #: 038 5th Ave NE & NE 95th St



Study #: 041 NE 100th St & 4th Ave NE



Study #: 039 5th Ave NE & NE 98th St



Study #: 042 NE 100th St & 4th Ave NE





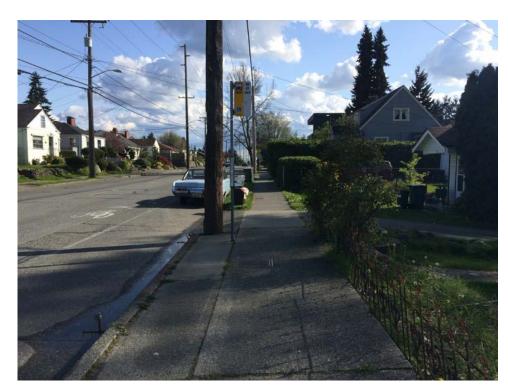
Study #: 043 5th Ave NE & NE 103rd St



Study #: 046 5th Ave NE & NE 92nd St



Study #: 044 5th Ave NE & NE 100th St



Study #: 047 5th Ave NE & NE 90th St



Study #: 045 5th Ave NE & NE 95th St



Study #: 048 5th Ave NE & NE 88th St





Study #: 049 5th Ave NE & NE 85th St



Study #: 052 NE 80th St & 8th Ave NE



Study #: 050 5th Ave NE & NE 82nd St



Study #: 053 Roosevelt Way NE & NE 80th St



Study #: 051 NE 80th St & 5th Ave NE



Study #: 054 Roosevelt Way NE & NE 75th St





Study #: 055 Roosevelt Way NE & NE 69th St



Study #: 058
Roosevelt Way NE & NE Ravenna Blvd



Study #: 056 Roosevelt Way NE & NE 65th St



Study #: 059 Roosevelt Way NE & NE 58th St



Study #: 057 Roosevelt Way NE & NE 63rd St



Study #: 060 Roosevelt Way NE & NE 56th St

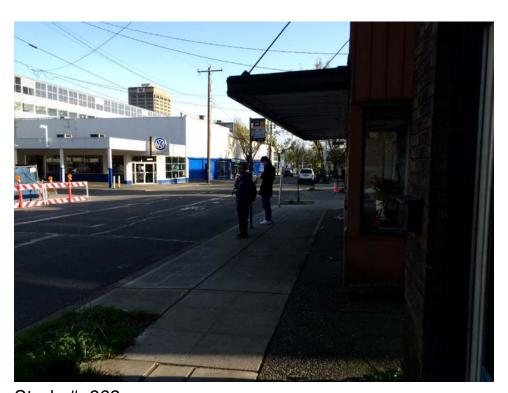




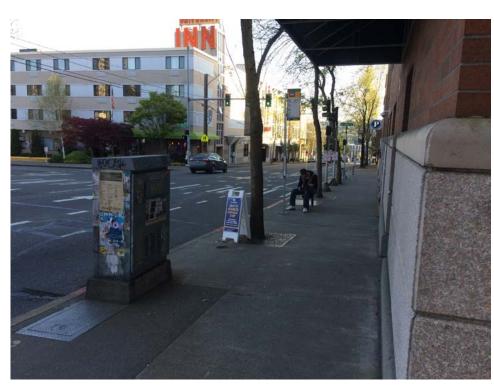
Study #: 061 Roosevelt Way NE & NE 53rd St



Study #: 063B Roosevelt Way NE & NE 45th St



Study #: 062 Roosevelt Way NE & NE 50th St



Study #: 064 Roosevelt Way NE & NE 42nd St



Study #: 063A Roosevelt Way NE & NE 45th St

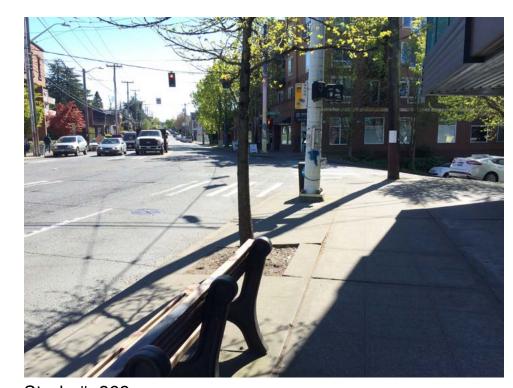


Study #: 065A Eastlake Ave E & NE 40th St

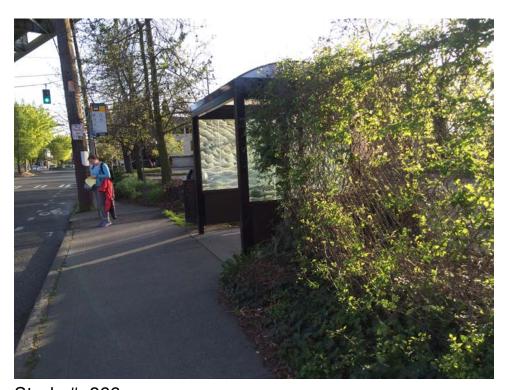




Study #: 065B University Bridge & NE 40th St



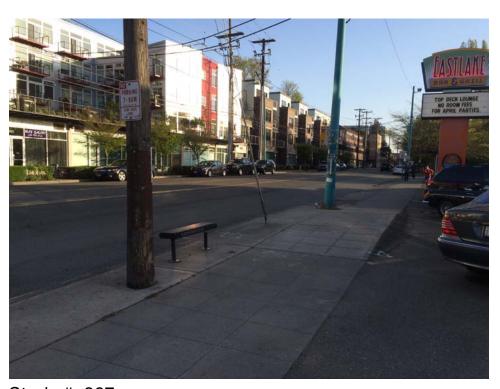
Study #: 068 Eastlake Ave E & E Hamlin St



Study #: 066 Eastlake Ave E & Harvard Ave



Study #: 069 Eastlake Ave E & E Louisa St

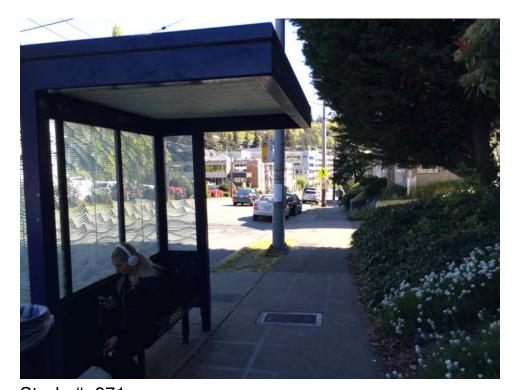


Study #: 067 Eastlake Ave E & E Allison St

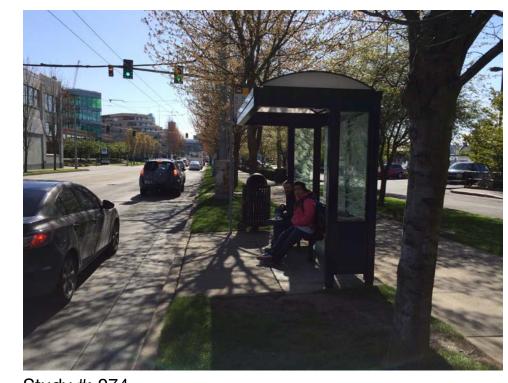


Study #: 070 Eastlake Ave E & E Lynn St

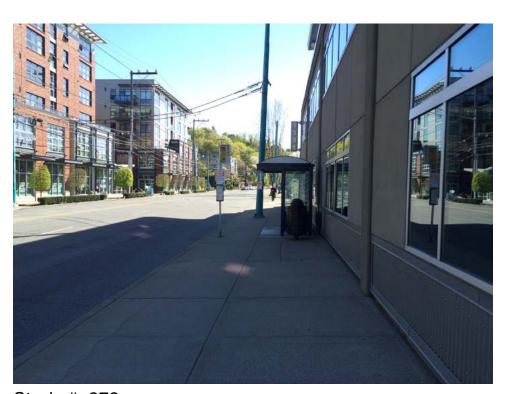




Study #: 071
Eastlake Ave E & E Newton St



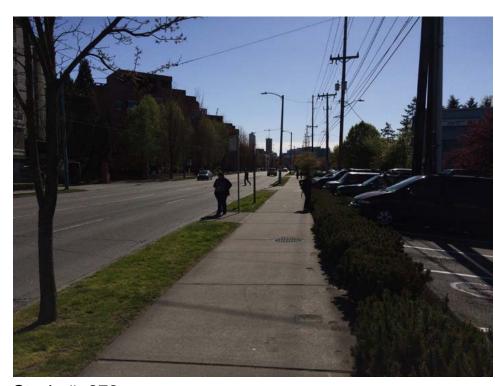
Study #: 074
Fairview Ave N & Yale Ave N



Study #: 072 Eastlake Ave E & E Garfield St



Study #: 075
Fairview Ave N & Minor Ave N



Study #: 073
Fairview Ave E & E Nelson Pl



Study #: 076
Fairview Ave N & Republican St





Study #: 077
Fairview Ave N & Thomas St

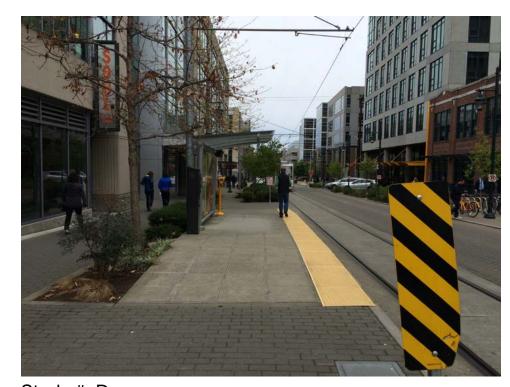


Study #: 078 Boren Ave & Virginia St

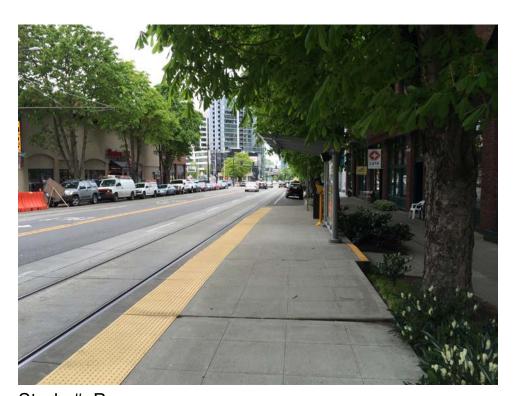




Study #: A Westlake Ave & Olive Way



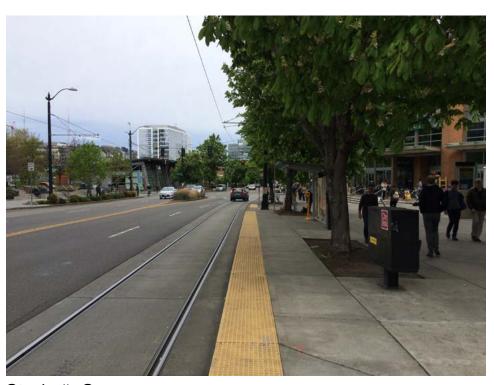
Study #: D
Terry Ave N & Thomas St



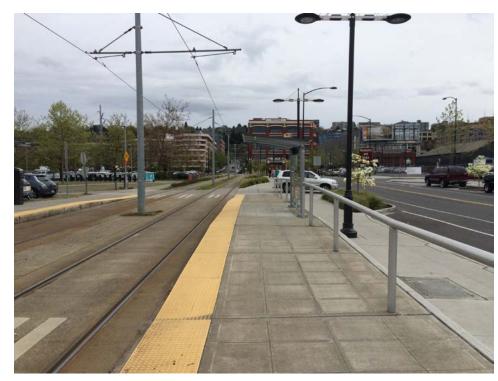
Study #: B Westlake Ave & 7th Ave



Study #: E
Terry Ave N & Republican St

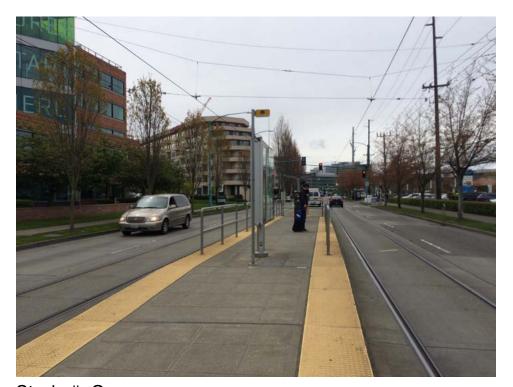


Study #: C Westlake Ave & 9th Ave

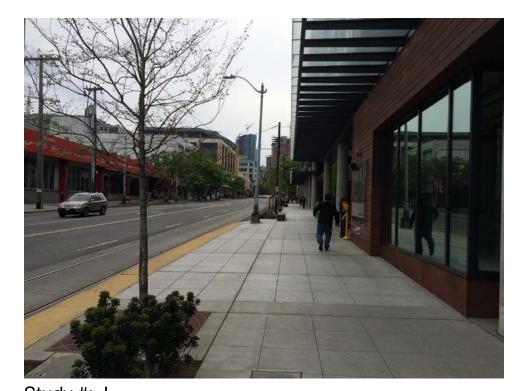


Study #: F Valley St & Terry Ave N





Study #: G Fairview Ave N & Aloha St



Study #: J Westlake Ave N & Mercer St



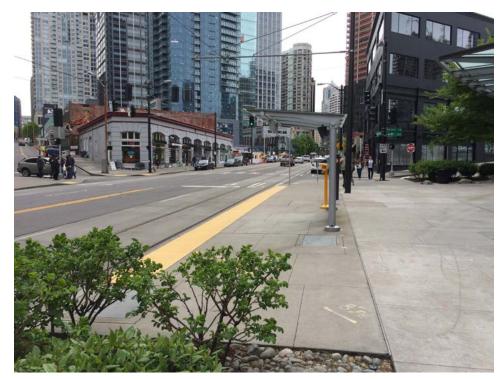
Study #: H Fairview Ave N & Aloha St



Study #: K Westlake Ave N & Harrison St



Study #: I Valley St & Terry Ave N



Study #: L Westlake Ave & 9th Ave



Stop closed for construction at time of survey

Study #: M Westlake Ave & Virginia St



Study #: N Westlake Ave & Olive Way



SDOT Roosevelt to Downtown HCT Plan Appendix I: Bus Ridealong On-Board Observations

CDM Smith rode multiple trips on Routes 70 and 66, and one trip on Route 67 on February 10-11, 2015. Key observations are as follows:

General Observations of the Corridor (not route-specific)

- There are multiple constructions projects which impact traffic throughout the length of the corridor. This was noticed both in bus ride-alongs and driving observations.
- This corridor is a popular commuting route for cyclists. At several points along the corridor,
 when cars are allowed to park in the right lane, cyclists ride between the busses and parked
 cars. At most stops, the bus must cross the cycle lane to access the stop. However, on neither
 day were cyclists observed riding the bus.
- Almost all passengers used an ORCA card. During all trips, only two people were seen using cash (one was cash in addition to ORCA card).
- Road geometry seemed fine on all routes—no obviously challenging turns or maneuvers were noted. This may fluctuate as construction projects on the route continue.
- Overall, busses ran on schedule. Some transfer points didn't post times specific to that stop, (only times scheduled for a nearby stop) but arrival times seemed to fit the overall schedule. (Note that OneBusAway provides a time for every stop).
- GPS data was collected on February 10th.

Route 70 – North Bound AM/PM

Route 70 covers the area from Seattle's International District (3rd Avenue and South Main Street) to the University District (Brooklyn Avenue NE and NE 52nd Street). CDM Smith observed a portion of this route in both directions, from 3rd Avenue at Spring Street to the transfer center on Campus Parkway, during the AM and PM peak.

- In the downtown area, 3rd & Pine was the most heavily used stop (both AM and PM).
- No wheelchair passengers or passengers with bicycles were observed. One stroller utilized the wheelchair ramp for loading/unloading.
- At Fairview and Thomas, parking is restricted and a car was being towed during the PM peak on February 10th. At the time of observation, this event didn't hinder bus operations.
- No noticeable loading/unloading pattern along Fairview/Eastlake. A few people got off and a few got on at most stops. Heavier use in AM peak than PM, but not by much.
- Most passengers got off at the Campus Parkway transfer point (both AM and PM).

Route 70 – South Bound AM/PM

- Southbound during the PM peak on February 10th had little to note. Ridership was light, traffic flowed well. No hindrances or challenges noted.
- During the AM southbound trip, most people took the 74 Express from the Campus Parkway stop, so very few boarded the 70 at this location.
- During the AM southbound trip, bus moves quickly through U District and Eastlake but slows near Boren and Stewart, and even more so into town due to traffic lights and stops.
- Along Eastgate/Fairview, a few passengers got on at most stops. Some got off along Eastgate/Fairview, but more entered than exited in this area in the AM (as compared with in the PM, the loading/unloading seemed more even). The stop where the most people got on was Shelter No. 9240 (just north of 1500 Fairview Ave E).
- More cyclists were observed along the route during the AM peak.
- During the AM peak on February 11th, it took several traffic light cycles to get from Virginia to Stewart. Once on Stewart, a construction vehicle blocked the left lane at 9th Avenue (surrounded by cones, person directing flow around it).
- Once past the pinch point on Stewart, traffic flowed well and no other hindrances or challenges were noted.

Route 66 – North Bound AM/PM

Route 66 covers the area from Seattle's International District (King Street Station) to Northgate (Transit Center/Park and Ride). CDM Smith observed a portion of this route in both directions, from 41st Avenue in the U-District to the end of the line in the north during the AM and PM peak.

- During the PM peak on February 10th, the bus was extremely crowded. People were standing in the aisle which made loading/unloading slow. People got off and on at almost every stop.
- Construction around 12th Avenue NE and NE 64th Street reduced traffic to a single lane, so bus had to yield to get back into traffic. The merge did not appear to be difficult.
- No noticeable difference in passenger volumes around the Whole Foods/ shopping center at 65th.
- By NE 70th Street, bus was less crowded. No standing passengers.
- This route was serviced by a kneeling bus. Driver used kneeling function at all stops, regardless of need.
- During the AM peak on February 11th, the bus was late—about 5 minutes behind schedule (this was a transfer point that didn't have a time listed for the specific location so pick up time estimated).
- The bus was not crowded.
- Driver did not use kneeling function.

- Construction at NE 47th Street made road bumpy and traffic was reduced to a single lane.
- Traffic flowed well during the AM peak, only delay noted was left turning onto 80th from Roosevelt (left turn yields to southbound traffic which was heavy during the full first cycle).

Route 66 – Southbound (PM peak only)

• Only a few passengers boarded at Northgate. Traffic flow was fine. No hindrances or challenges noted.

Route 67 – Southbound (AM peak)

- Route 66 northbound on February 11th AM was late, so connection to Route 66 southbound was missed. Route 67 used instead.
- Route 67 follows the same route as Route 66 until they diverge in the U-District (Route 66 continues downtown, Route 67 goes to UW Campus).
- On Roosevelt Avenue between 72nd and 71st Streets, traffic is reduced to one lane due to construction. Busses, cars, and cyclists all share the same lane.
- Largest group boarded the bus around 55th Street; appeared to mostly be students.