

# University Avenue I-10 to I-25 Roadway Cross Section Reallocation Study and Design

## WORKING PAPER 1: EXISTING CONDITIONS

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**Prepared for:**



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### Contents

1. Introduction.....	2
2. Previous Planning Efforts.....	4
3. Corridor Characteristics.....	9
4. Traffic and Multimodal Usage.....	17
5. Corridor Context.....	24
6. Safety.....	25
7. Environmental Overview.....	32
8. Deficiencies and Constraints.....	37
Appendices.....	38

## 1. Introduction

University Avenue, from Interstate 10 (I-10) to Interstate 25 (I-25), is an important east-west roadway that accommodates a wide variety of users, including commuters, students, transit riders and cyclists. University Avenue is designated as a truck route on the Mesilla Valley Metropolitan Planning Organization (MVMPO) regional Truck Route Map, meaning it is also an important freight facility. Additionally, University Avenue is the only continuous roadway connecting I-10 and I-25 in Las Cruces, other east-west corridors, such as the Lohman Avenue and Picacho Avenue corridors require drivers to make turns between to access both interstates.

This portion of University Avenue links residents and visitors to the New Mexico State University (NMSU) campus. Because of the corridor's proximity to NMSU, University Avenue has high nonmotorized traffic volumes that both travel along and cross the roadway. During a recent project along this section of the corridor, the public expressed concern regarding the number of pedestrians and bicyclists using the corridor and current safety conditions.

The University Avenue Cross-Section Reallocation Study will be comprised of planning activities, including public involvement and identification of roadway cross-section alternatives for the corridor that will then be summarized in a design concept report (DCR). The study will result in 15% design plans for the corridor, including right-of-way (ROW) acquisition and construction cost estimates. The Study will aid local and regional multimodal travel by:



**Collecting and analyzing comprehensive existing conditions data.** There have been many concerns raised about the design and safety of the University Avenue corridor, but this study provides an opportunity to collect and thoroughly analyze existing conditions data for multimodal travel and safety to objectively identify deficiencies, which will serve as a basis for multimodal improvement alternatives.



**Establishing a vision for the University Avenue corridor.** This study will identify a clear vision for the University Avenue corridor, including which modes of travel it will accommodate and to what level to best serve the breadth of needs of various roadway users.



**Prioritizing Investments.** The ultimate reconstruction of the University Avenue corridor may need to be done in phases. This study will identify improvements that should be a high priority for which the City identifies funding for construction.



**Providing design documents for the preferred treatments.** A key element of the study is to provide 15% DCR-level designs that the City can build on in subsequent steps of the design process.

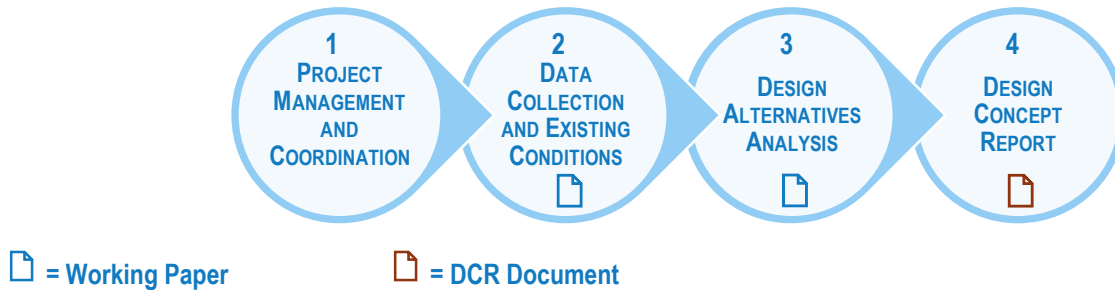


**Build momentum for investing in University Avenue.** The planning process includes engagement with the public and targeted stakeholders throughout to ensure that publicly supported investments are recommended and to build excitement for improving the University Avenue corridor.

## Planning Process

Working Paper 1: Existing Conditions (WP1) is the first of two interim deliverables in the University Avenue Cross-Section Reallocation Study process. WP1 provides an overview of the existing conditions of the corridor, including previous plan recommendations, corridor infrastructure, multimodal usage, safety conditions, and environmental conditions. Working Paper 2 (WP2) will review alternatives development, traffic analysis, prioritization, and a design charrette. The two WPs will be compiled into the final DCR along with the conceptual designs for recommended improvements. **Figure 1** shows the planning process for the University Avenue Cross-Section Reallocation Study.

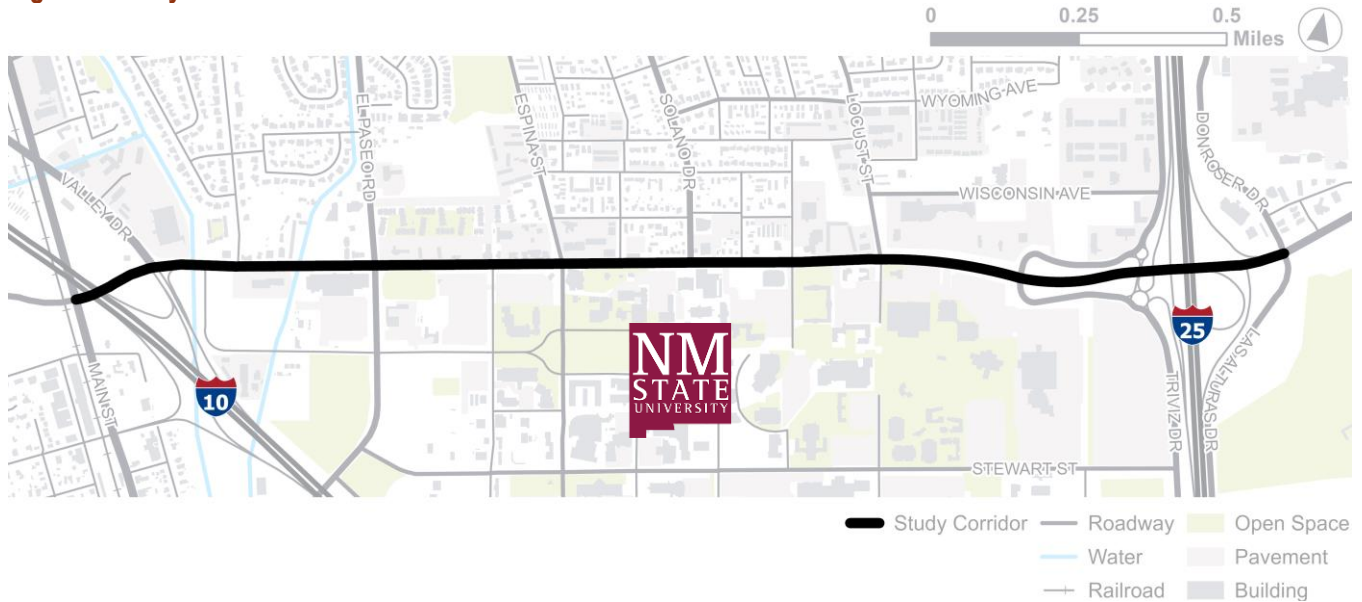
**Figure 1. Planning Process**



## Study Corridor

The study corridor follows the University Avenue corridor, from I-10 to I-25. **Figure 2** shows the study corridor.

**Figure 2. Study Area**



Source: Kimley-Horn

## 2. Previous Planning Efforts

Previous planning efforts from the City of Las Cruces and the MVMPO are summarized below.

### Plan Overviews

#### UNIVERSITY DISTRICT PLAN (2010)

In conjunction with other plans and public participation, The University District Plan aimed to develop “a compact, walkable and safe destination that feature a mix of uses and housing.” The plan identified four primary goals:

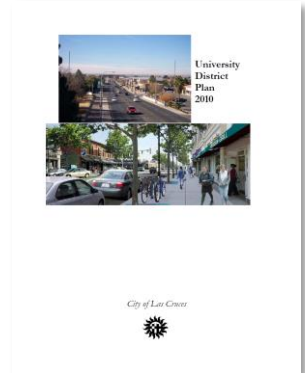
- Address safety for all (residents, visitors, merchants, customers, NMSU students)
- Create a pedestrian-friendly district with improved connectivity
- Design at a human scale
- Encourage a diversity and mix of uses and activities

The University District Plan shares its study area with this corridor study. As such the goals and strategies associated with the plan have a direct impact on the study area and its development. In addition to the goals and strategies the plan covers features such as Level-of-Service (LOS) and lane width. All of which will be considered in review. The goals and strategies within the plan have a variety of focuses, including:

- Improve public transit service and connectivity between systems
- Avoid conflicts between pedestrians and utility equipment
- Improve circulation within and around the District

Some recommendations from this plan include:

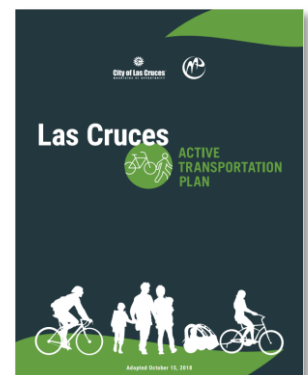
- Increase safety through additional lighting along pedestrian routes
- Improve crosswalks by adding median refuges at strategic locations
- Provide options for developers to reduce parking requirements in exchange for funding transit passes, car-sharing programs and bicycle or transit facilities



#### LAS CRUCES ACTIVE TRANSPORTATION PLAN (2018)

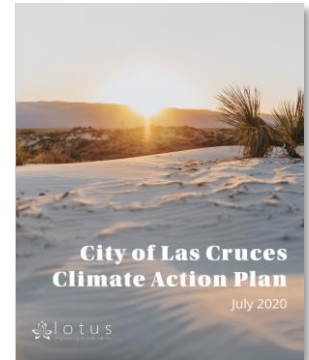
The Las Cruces Active Transportation Plan (ATP) provides a vision and framework to make Las Cruces more livable for all its residents and visitors. The plan highlights five goals that focus on the need to improve safety and create a connected network for pedestrians and bicyclists. The plan recommends constructing a paved shared-use path on University Avenue from College Drive to Triviz Drive. Due to the location of the corridor and its proximity to NMSU, there is an increased potential for pedestrians and bicyclists. The ATP provides several recommendations for keeping pedestrian and other users of active transportation safe, including:

- Building active transportation-friendly streets managing vehicular speeds and reducing conflicts with motorists
- Accommodate all Las Cruces, especially more vulnerable populations such as children, seniors, and people with disabilities
- Enhance street crossings along key walking and biking routes
- Enhance pedestrian accessibility to transit services.
- Retrofit or expand the existing sidewalk network to include accessible pathways for people with mobility devices
- Filling gaps in the sidewalk, bikeway and trail network
- Expanding urban tree canopy to create “cool corridors”
- Improve maintenance of the surface and markings of existing bike lanes and trails, including regular sweeping and debris removal
- Connect to and upgrade informal bicycle paths



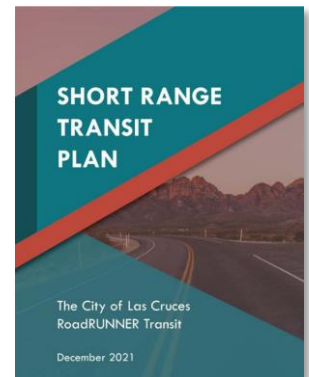
### LAS CRUCES CLIMATE ACTION PLAN (2020)

Las Cruces Climate Action Plan was developed to provide an actionable plan that guides the City to reduce its community-wide greenhouse gas (GHG) emissions by 73% by 2050 (based on the 2018 baseline). The plan breaks down the emissions by sector in the city to better understand where the problem areas are. The largest contributor to the city's emissions is the transportation sector, which provides over half the total emissions. One of the top five strategies laid out in the plan that will have the most significant impact to the level of GHG emissions is prioritizing the development of active transportation alternatives. Considering the location of the corridor in proximity to NMSU and the existing bus stop infrastructure, University Avenue has the potential to implement multimodal strategies that reduce GHG emissions. As the study develops there are strategies and actions from the plan that provide insight into the recommendations including: promoting electric vehicle adoption that is inclusive of the entire community and increased use of public transit.



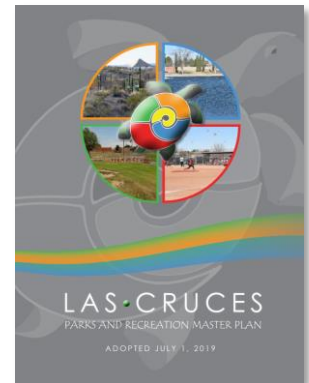
### SHORT-RANGE TRANSIT PLAN (2021)

The Short-Range Transit Plan (SRTP) examined the current status of the Roadrunner bus network. Through this examination, the SRTP offers some changes to the system to provide a better service along with potential trade-offs. There are also three routes that run along or across the University Avenue corridor. The corridor is on the edge of a recommended microtransit zone and the SRTP indicates that the use of the microtransit system will be city-wide within five years of the plan's implementation. The microtransit zones can increase the access to the corridor especially from the northeastern part of the city. With the planned introduction of microtransit as a new mode of transit in Las Cruces, appropriate infrastructure improvements should be made along the University Avenue to accommodate the increased number of transit vehicles.



### PARKS AND RECREATION MASTER PLAN (2019)

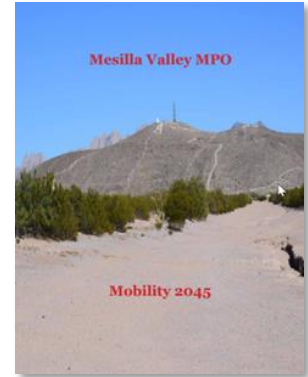
The Parks and Recreation Master Plan provides a breakdown of the new developments of the park and recreation facilities around Las Cruces, including multi-use recreational trails and sporting fields. There is a multi-use trail that spans nearly the entire University Avenue corridor that is owned by NMSU and completely on NMSU property, outside of the City's right-of-way. This trail is on the south side of the corridor along the border of the NMSU campus and the corridor. This trail falls in line with the goals stated in the plan to provide a community-wide system of multi-use trails that support residents' and visitors' fitness, recreation, and transportation needs, while linking community destinations such as parks, open space, schools, and other community activity centers. However, this trail is not maintained and has been made discontinuous due to building construction on the NMSU campus. The plan doesn't offer additional recommendations to expand the trail along the corridor, but there is potential for connections to additional parks and other trails in the area.



## MVMPO LONG-RANGE TRANSPORTATION PLAN (2020)

The Long-Range Transportation Plan (LRTP) analyzes transportation conditions in the region to inform recommendations and potential improvements. These recommendations include features such as a complete streets model for roads that have heavy multimodal traffic, including University Avenue. Some of the main transportation principles focus on features such as:

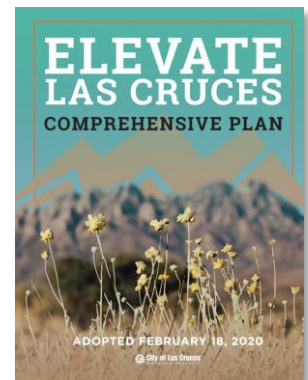
- Providing options for equitable transportation choice for all users by increasing the availability of active transportation options and making all sidewalks and curb cuts
- Promotion of system efficiency, reliability, resiliency, and effectiveness especially through improvements of the Roadrunner transit system that runs along University Avenue
- Context-sensitive design solutions
- Providing safe travel for all transportation users



## ELEVATE LAS CRUCES COMPREHENSIVE PLAN (2020)

The Elevate Las Cruces Comprehensive Plan breaks down all the current land uses, overlays, transportation networks, and strategies. This plan is set up to be applied over a 25-year timeframe. The plan provides key features such as the potential changes of the Roadrunner system and a corridor study on University Avenue to develop redesigned plans that prioritize multimodal connectivity. The City also has policy goals that identify system efficiency opportunities and transportation and land use connectivity along University Avenue as a priority. University Avenue is categorized in this plan as an urban street. The urban street considerations to include items that promote a safer roadway, including on-street parking, framing the street with adjacent buildings, and increased interconnectivity. While the Comprehensive Plan provides high-level policy guidance for the City, a couple strategies can be used to develop recommendations for University Avenue:

- Targeting infrastructure investments and promoting connected and walkable development patterns through housing types, businesses, and public land uses, and invest in the services, amenities, and economic environment that provide residents with feasible options to live, work, and play in Las Cruces regardless of personal means or stage in life.
- Improve residents' daily quality of life by increasing access to careers, multiple transportation options, recreational and cultural amenities, and diverse housing types.



## NEW MEXICO STATE UNIVERSITY MASTER PLAN (2018)

The New Mexico State University Master Plan provides a 10-year plan for the land south of University Ave. The plan breaks up the University into 11 different districts, each with an anticipated goal and design. One of the districts is the land along University Ave and this district's main goal is to make the landscape around the roadway more pedestrian and bicyclist friendly. Removing the heavy domination of the automobile. The process in which the campus intends on making this shift includes future building design and orientation to be more inviting to pedestrians. Additionally, NMSU intends on reconfiguring the entrance at Jordan Street to serve as the primary location for visitors to enter the campus. Much of the reconfiguring includes the addition of mixed-use buildings, a new pedestrian plaza and parking in the center of the development.



## Previous Plans Goals

The previous plans were reviewed to identify goals and actions/objectives along and surrounding the University Avenue corridor. There were 186 actions/objectives that accompanied 55 goals among the plans. These actions/objectives were then broken up into four common themes with safety being an overarching priority for all goal types:



Multimodal strategies include bike and pedestrian safety, connectivity and access, and the enhancement of public transit and sustainability practices, totaling 50 strategies. Within these strategies there are common points that consistently appear, including:

- Addressing gaps in the pedestrian and bicycle network
- Increasing shade through landscape features
- Provide opportunities to use public transit instead of personal vehicles
- Addressing design conflicts to increase the safety of pedestrians and bicyclists

The vehicular travel strategies consisted of general goals, connectivity, and safety. There were 42 strategies in the vehicular travel category. Some of the strategies that were recommended in this theme include:

- Collaborative use of zoning with the circulation network
- Maintain and improve the existing roadway network
- Increase the safety especially around University Avenue

An additional 10 strategies were focused on parking improvements in the city. With common strategies such as:

- Creating a parking management plan
- Utilizing the alleyways for parking and loading
- Minimizing the amount of land devoted to parking

The City of Las Cruces advocates for leveraging the Safe System Approach, FHWA guidance for addressing safety in a collaborative and multi-faceted way, in all its infrastructure projects. The Safe System Approach works by building and reinforcing multiple layers of protection to both prevent crashes from happening in the first place and minimize the harm caused to those involved when crashes do occur. It is a holistic and comprehensive approach that provides a guiding framework to make places safer for people.

The Safe System Approach is a shift from a conventional safety approach because it focuses on both human mistakes and human vulnerability and designs a system with many redundancies in place to protect everyone. **Figure 3** shows the six principles of the Safe System Approach (on the outside of the wheel diagram) and the five objectives (inside the wheel diagram). These principles and objectives should be integrated into the outreach, design, and maintenance of University Avenue.

Figure 3. FHWA Safe System Approach



## Previous Plan Recommended Improvements

Previous plans were reviewed to identify recommended projects within one mile of the study corridor. Within the plans there were five projects that had already been completed and 12 that have not. All recommended projects proposed active transportation improvements, as shown in **Table 1** and **Figure 4**.

**Table 1. Previous Plan Recommendations**

ID	DESCRIPTION	LOCATION	FROM/AT	TO	SOURCE PLAN	CONSTRUCTED
<b>BIKE-1*</b>	New bike boulevard	Esperanza St.	Idaho Ave.	Montana Ave.	Las Cruces ATP	No
<b>BIKE-2</b>	New buffered bike lane	Espina St.	Colorado Ave.	E. University Ave.	Las Cruces ATP	No
<b>BIKE-3</b>	New bike boulevard or buffered bike lane	Farney Ln.	El Paso Dr.	Corbett Dr.	Las Cruces ATP	No
<b>BIKE-4</b>	New buffered bike lane	S Locust St.	Missouri Ave.	E. University Ave.	Las Cruces ATP	No
<b>BIKE-5</b>	New bike boulevard or buffered bike lane	S. Locust St.	Klein Ave.	Missouri Ave.	Las Cruces ATP	No
<b>BIKE-6</b>	New buffered bike lane	S. Main St.	Idaho Ave.	E. Union Ave.	Las Cruces ATP	No
<b>BIKE-7</b>	New bike boulevard	Ralph Dr.	Montana Ave.	Missouri Ave.	Las Cruces ATP	No
<b>BIKE-8</b>	New bike boulevard	W. Park Dr.	Montana Ave.	Farney Ln.	Las Cruces ATP	No
<b>BIKE-9</b>	New buffered bike lane	S. Solano Dr.	E. Lohman Ave.	E. University Ave.	Las Cruces ATP	No
<b>BIKE-10</b>	New buffered bike lane	South Main	Downtown	University Ave.	MVMPO LRTP	No
<b>BIKE-11</b>	New buffered bike lane	Las Alturas	University Ave.	Mesquite Interchange	MVMPO LRTP	No
<b>PED-1</b>	Sidewalk and curb ramps	South Main	Boutz Rd	Ave de Mesilla	CIP	No
<b>BIKE-12</b>	New buffered bike lane	University Ave	S. Triviz Dr.	S. Telshor Blvd.	Las Cruces ATP	Yes
<b>VEH-1</b>	Road Overpass	University Ave	S. Triviz Dr.	University Ave.	University District	Yes
<b>PED-2</b>	Pedestrian Crossing	University Ave	S. Triviz Dr.	S. Locust St.	University District	Yes
<b>VEH-2*</b>	Interchange Reconstruction	I-25/I-10	I-25	I-10	University District	Yes

\*Project is not visible in Figure 4 due to being just outside of the one-mile buffer from the corridor. Source: City of Las Cruces, MVMPO

**Figure 4. Future Projects**



Source: City of Las Cruces, MVMPO

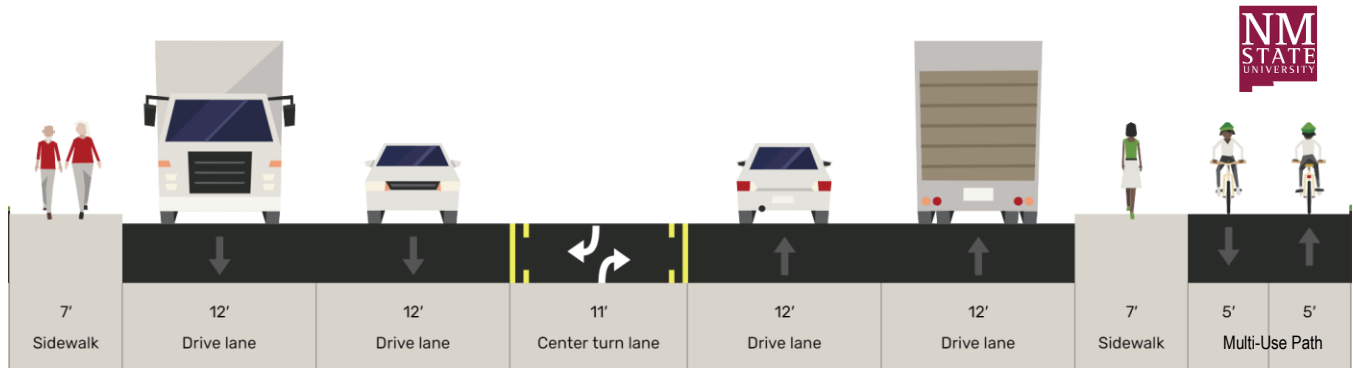
## 3. Corridor Characteristics

Corridor infrastructure was reviewed to identify deficiencies and potential constraints that may impact improvement alternatives.

### Mainline Cross-Section

The study corridor primarily consists of two 12-foot through travel lanes in each direction and an 11-foot two-way center turn lane. Adjacent to the roadway, there is a seven-foot attached sidewalk on either side of the road, though the sidewalk narrows at the east end of the corridor. There is also a 10-foot multi-use trail on the south side of the roadway, along most of the corridor. The multi-use trail is owned by NMSU outside of City right-of-way. The City is working with NMSU to develop an agreement that NMSU will maintain the multi-use trail into the future. **Figure 5** shows the typical cross-section along the corridor, including the multi-use trail outside of City right-of-way.

**Figure 5. Typical Roadway Cross-Section**



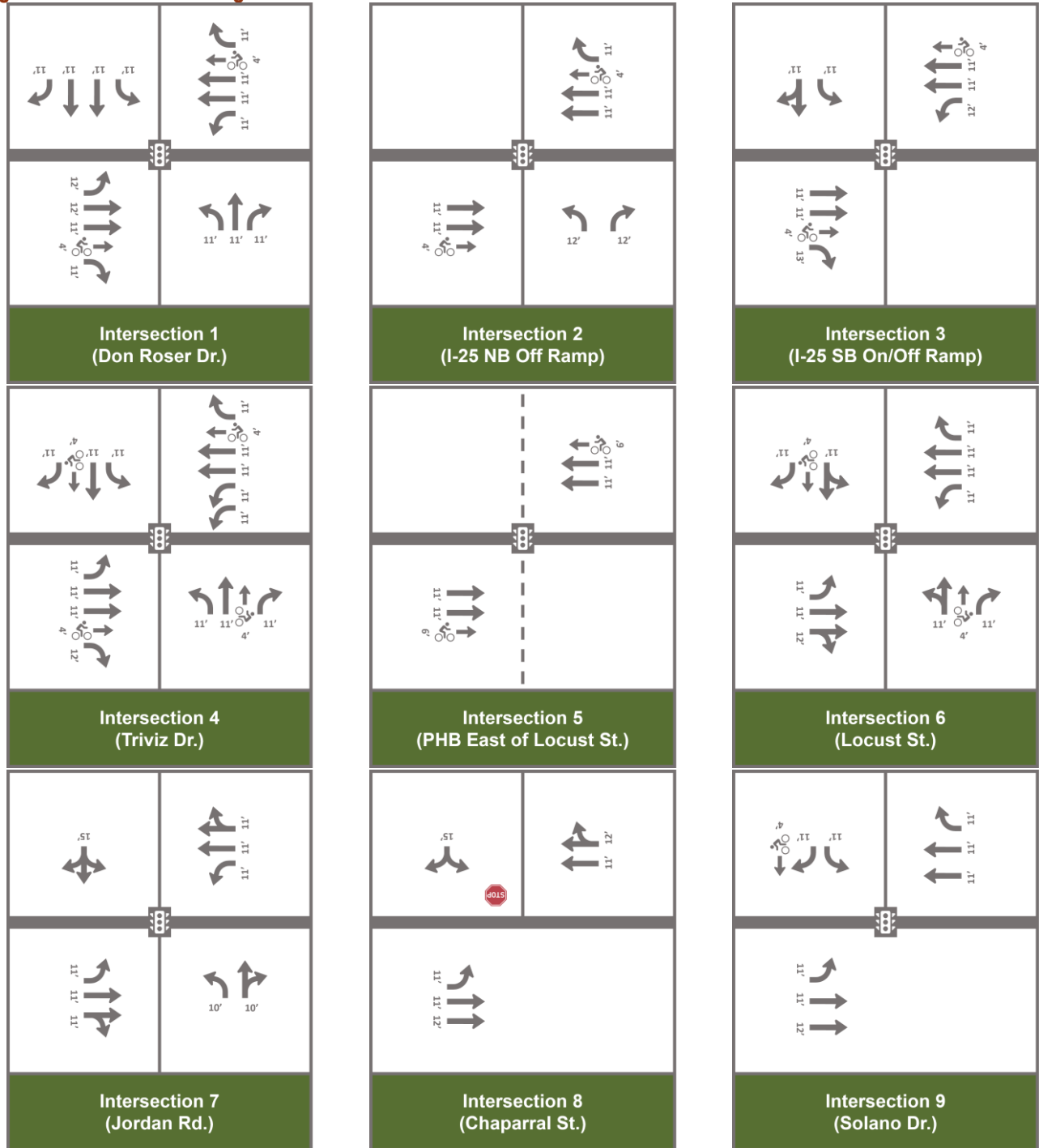
Source: Kimley-Horn

### Intersection Configurations

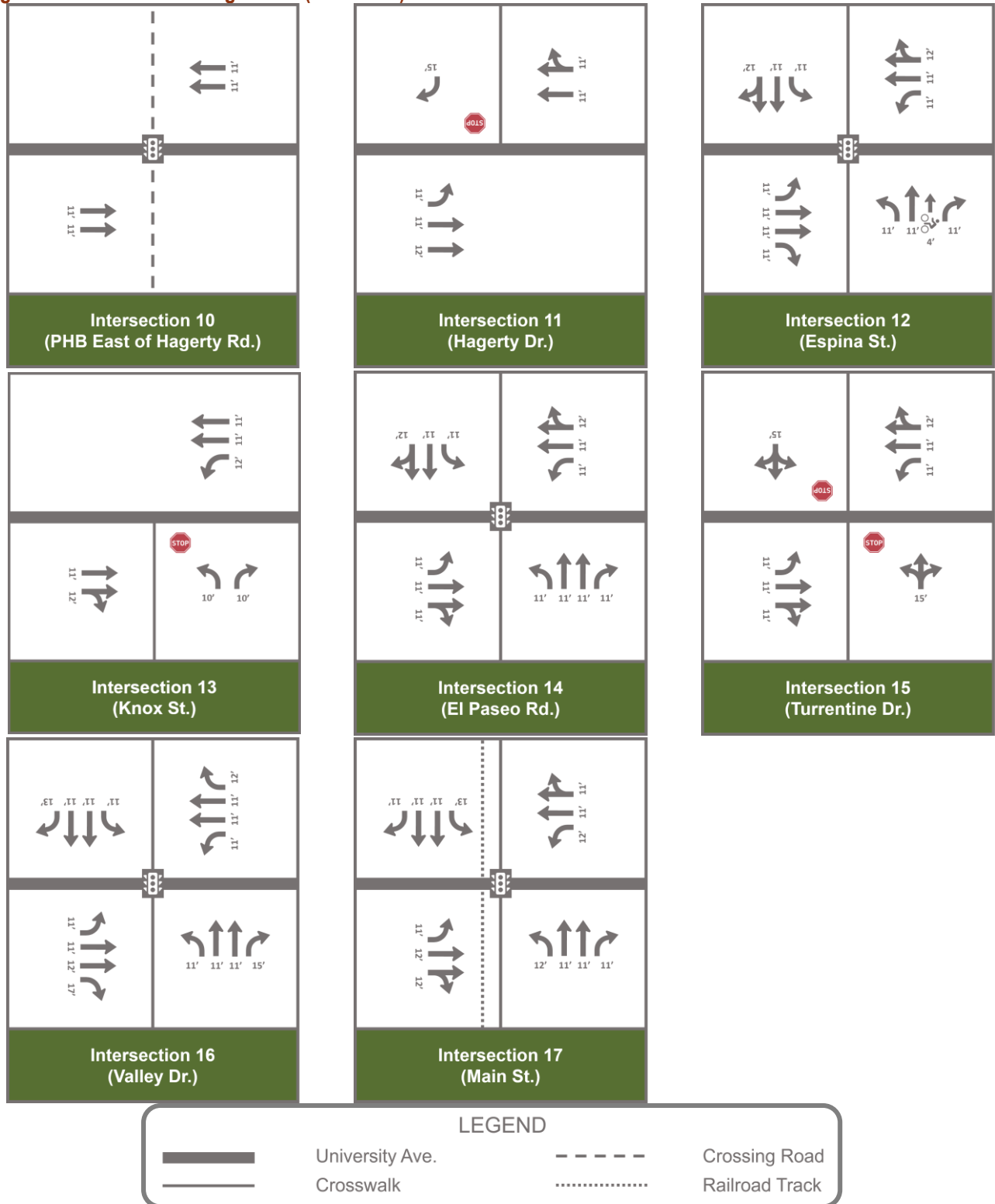
Seventeen intersections were examined along the University Avenue corridor. Intersection configurations varied throughout the corridor, with eight 4-way signalized intersections, three signalized T-intersections, one 4-way unsignalized intersection, and three unsignalized T-intersections. Bike facilities are present on some intersecting roadways, including bike lanes on Espina Street south

of University Avenue, on Solano Drive and Locust Street north of University Avenue, and on Triviz Drive on both sides of University Avenue. There are not currently on-street bicycle facilities on University Avenue west of Locust Street. There are two Pedestrian Hybrid Beacons (PHBs) near the east end of the corridor. Intersection configurations are shown in **Figure 6**.

**Figure 6. Intersection Configurations**



**Figure 6. Intersection Configuration (continued)**

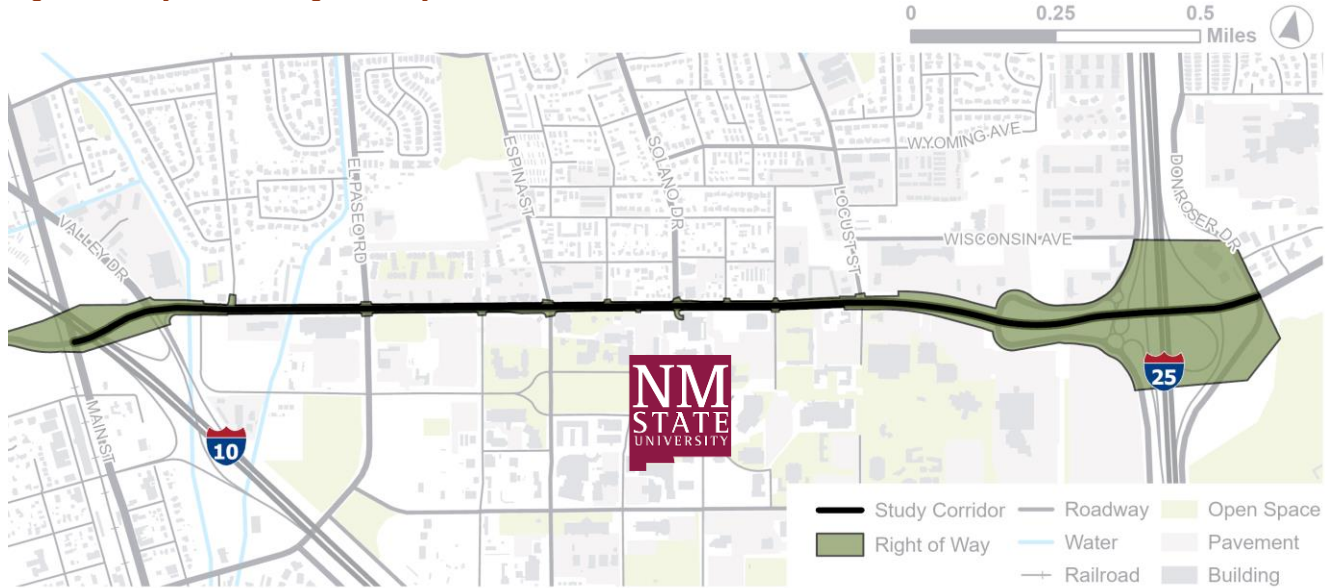


Source: Kimley-Horn

## Right-of-Way

The ROW along most of the study corridor stays consistent in width at 75 feet. The ROW expands from 75 feet to 475 feet near I-10 and even larger near I-25. ROW along the corridor is shown in **Figure 7**.

**Figure 7 Study Corridor Right-of-Way**



Source: Dona Ana County

## Functional Classification

The New Mexico Department of Transportation (NMDOT) groups New Mexico’s roadway networking into a hierarchical functional classification system based on characteristics of the roadway, as well as the type of service the roadway is intended to provide. The transportation system is organized into the following functional classifications:

- **INTERSTATE.** Divided directional lanes, high speeds, grade separated intersections, access control barriers, and the absence of traffic control signals
- **OTHER FREEWAY.** Divided directional lanes, high speeds, serve a regional area such as a metropolitan area
- **PRINCIPAL ARTERIAL.** High speeds, and in a rural setting, there may be only one per county connecting many of the larger urban areas
- **MINOR ARTERIAL.** Provide connections to higher-class roads and typically have route segments shorter in length, speeds are relatively high
- **MAJOR COLLECTOR.** Focus shifts to accessibility, higher density of driveways, longer distances, and wider lanes than minor collectors
- **MINOR COLLECTOR.** Focus shifts to accessibility between arterials or major collectors
- **LOCAL.** Least traveled, serve numerous land uses, slow travel speeds, and a high density of access points

**Figure 8** shows the functional classification on and surrounding the University Avenue corridor. University Avenue is a principal arterial and connects to several other principal and minor arterials, including Main Street, El Paseo Road, and Solano Drive in addition to both I-10 and I-25.

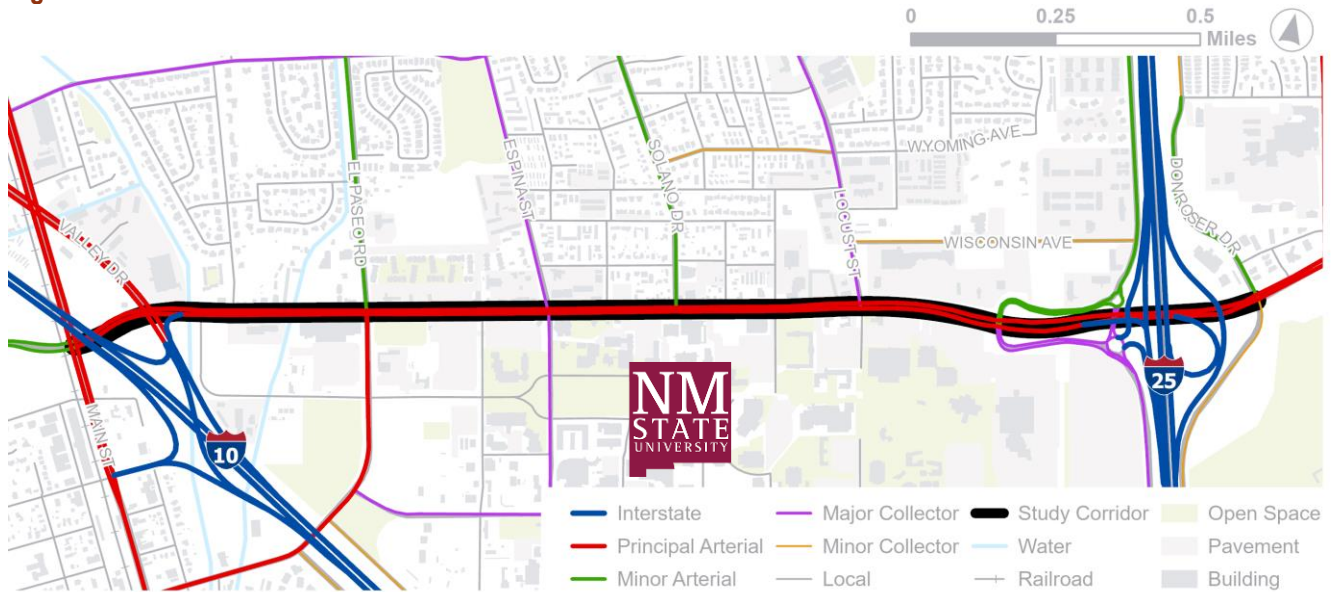
## Access Management

There are approximately 80 access points along the study corridor. Of these, just under 80% are 400 feet or less apart. There are more than double the amount of access points along the westbound side of the corridor compared to the eastbound as NMSU borders much of the south side of the corridor. Too many driveway accesses too close together increases the amount of conflict points for vehicles, pedestrians, and bicyclists leading to unsafe conditions and increased traffic congestion. **Figure 9** shows the distances

between access points along the corridor. Areas with a high number of access points closer than 400 feet should be reviewed to potentially improve access management. These areas include:

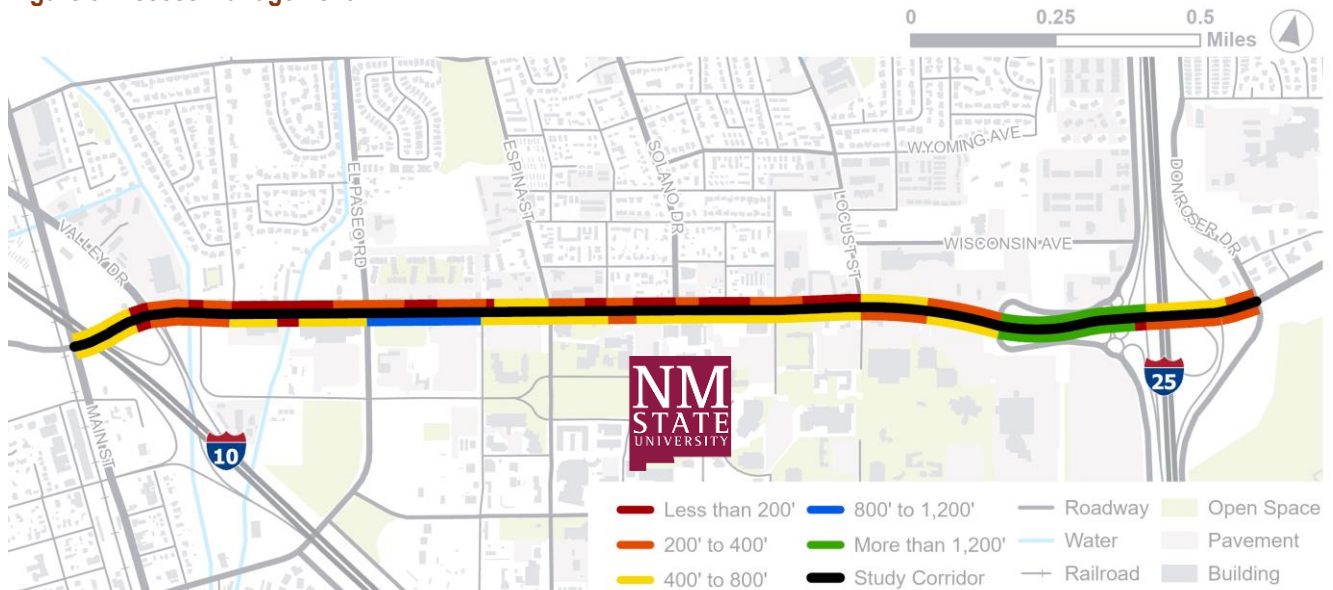
- Westbound from Locust Street to Espina Street
- Westbound from just east of Knox Street to just west of Valley Drive
- Eastbound from just west of Valley Drive to just west of Turrentine Drive
- Eastbound from I-25 Frontage Road to Don Roser Drive

**Figure 8. Functional Classification**



Source: NMDOT

**Figure 9. Access Management**



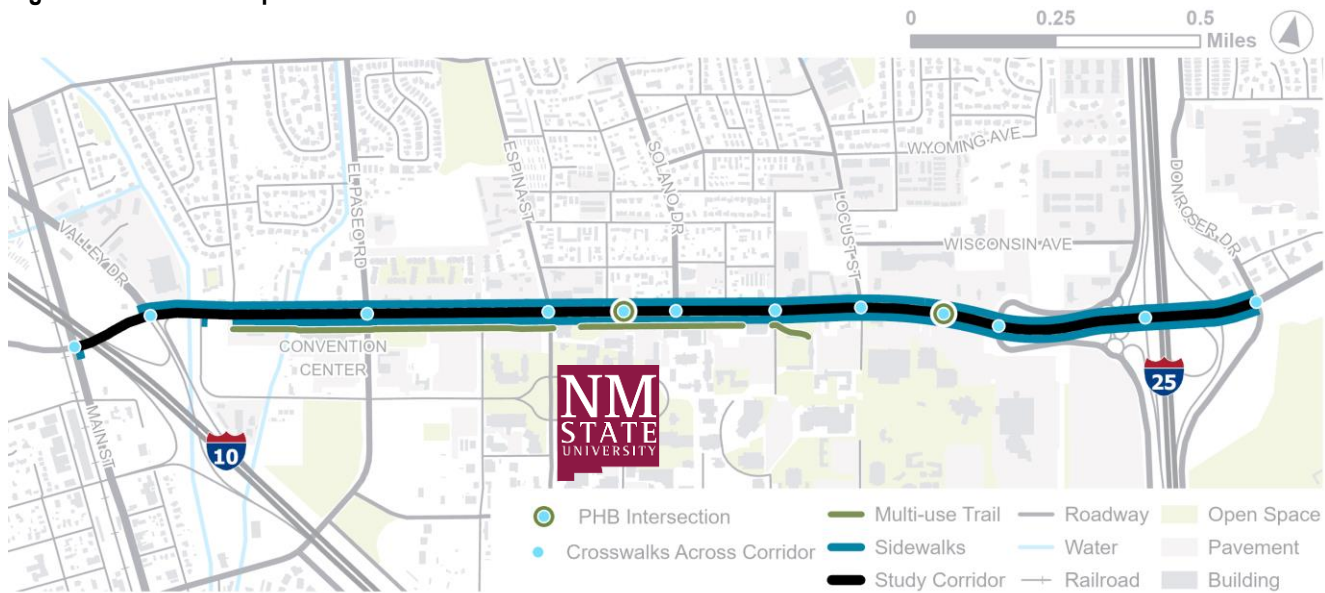
Source: Kimley-Horn

## Active Transportation Infrastructure

Existing active transportation infrastructure was documented along the study corridor, including sidewalks, trails, and pedestrian crossings. Sidewalk is not continuous throughout the entire length of the corridor; the primary gaps are at the far west end between Main Street and Valley Drive on the north side of the road and between Main Street and Turrentine Drive on the south side.

There are 12 crosswalks that cross the University Avenue corridor. Two of the 12 are PHBs, located between Triviz Drive and Locust Street as well as between Solano Drive and Hagerty Road. Crosswalks providing north-south connection across the corridor should serve activity centers along and surrounding University Avenue and provide opportunities to cross at locations of sidewalk gaps. Along the eastbound direction there is a multi-use trail adjacent to the roadway from El Paseo Road to Jordan Road; however, there is a 250-foot gap in the trail just east of Espina Street and a 350-foot gap west of Jordan Road. This trail is owned by NMSU and on NMSU property outside of City right-of-way. The City is currently working with NMSU to develop an agreement to maintain the multi-use trail if the City makes capital improvements to it. **Figure 10** shows the active transportation infrastructure on University Avenue.

**Figure 10. Active Transportation and Marked Crosswalks**



Source: Kimley-Horn

## Transit Infrastructure

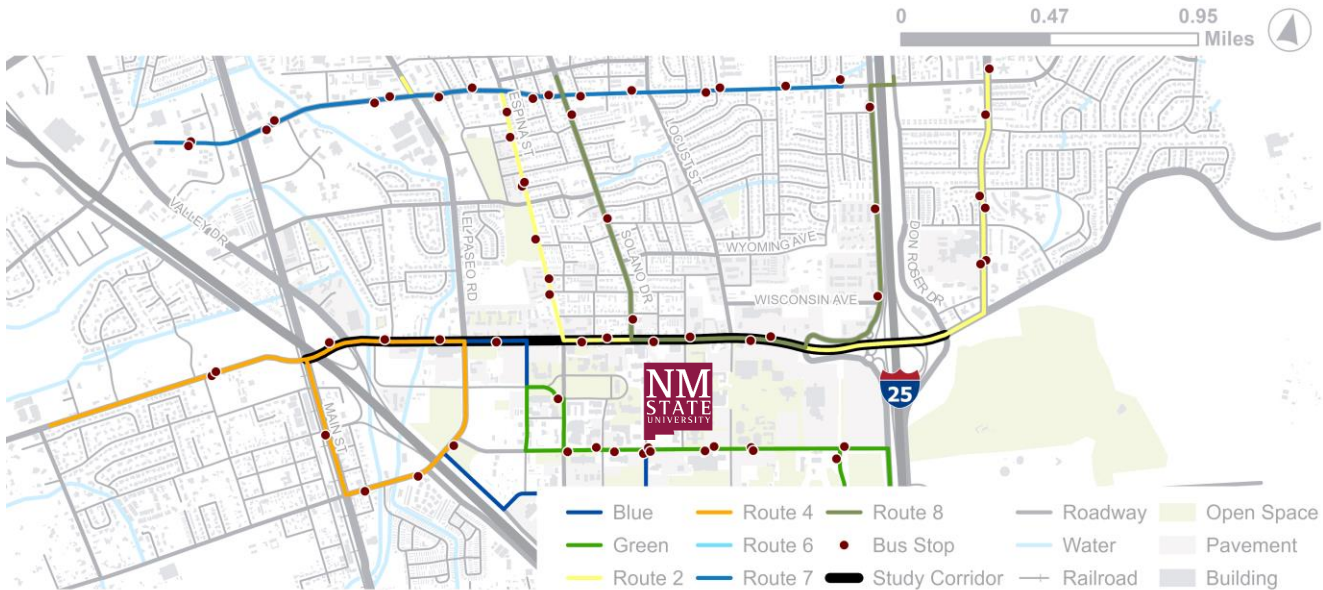
The corridor and surrounding area are served by two transit services, Roadrunner Transit, operated by the City of Las Cruces, and Aggie Transit, operated by NMSU. Roadrunner Transit operates five fixed routes and Aggie Transit operates two fixed routes along the University Avenue corridor. There are 71 stops within one mile of the study corridor, with seven providing inter-route connections. Four of the seven routes run directly along University Avenue, including Aggie Transit’s Blue Route and Roadrunner Routes 2, 4, and 8. There are 12 bus stops directly on the corridor, which are shown in **Table 2**. Transit infrastructure is shown in **Figure 11**.

**Table 2. Transit Routes along University Avenue**

SERVICE	STOP NAME	ROUTE (STOP NUMBER[S])	DIRECTION ALIGNMENT
Roadrunner Transit	University and Espina	Route 2 (11)	Eastbound
	University and Solano	Route 2 (12)	Eastbound
	University and Locust	Route 2 (13)	Eastbound
	University and Jordan	Route 2 (45)	Westbound
	University and Hagerty	Route 2 (46)/Route 8 (14)	Westbound
	Espina and Monte Vista	Route 2 (47)/Route 8 (15)	Westbound
	University and El Paseo	Route 4 (19)	Westbound
	University @ IHOP	Route 4 (20)	Westbound
	University @ Whataburger	Route 4 (21)	Westbound
Aggie Transit	University Avenue	Blue-9	Eastbound

Source: City of Las Cruces, NMSU

**Figure 11. Public Transit Routes and Stops**



Source: City of Las Cruces, NMSU

## Accessibility Infrastructure

Existing infrastructure was reviewed along the study corridor, including curb ramps, and crossing infrastructure. **Figure 12** shows the presence of curb ramps at intersections with collectors and arterials along University Avenue, identifying areas that are not Americans with Disabilities Act (ADA) accessible for crossing intersections on the corridor. **Figure 13** shows the presence of crosswalks at intersections with collectors and arterials along the study corridor, providing insight on areas that may be difficult for non-motorists to cross the corridor safely.

Four crossing legs are missing curb ramp infrastructure at collector and arterial roadways. Intersections requiring curb ramp infrastructure include Main Street and Valley Drive. Approximately 28 curb ramps do not appear to meet ADA compliance as they do not hold the required two-foot-wide detectable warning strips. Further measurements of grades are needed on the remainder of the curb ramps to confirm compliance.

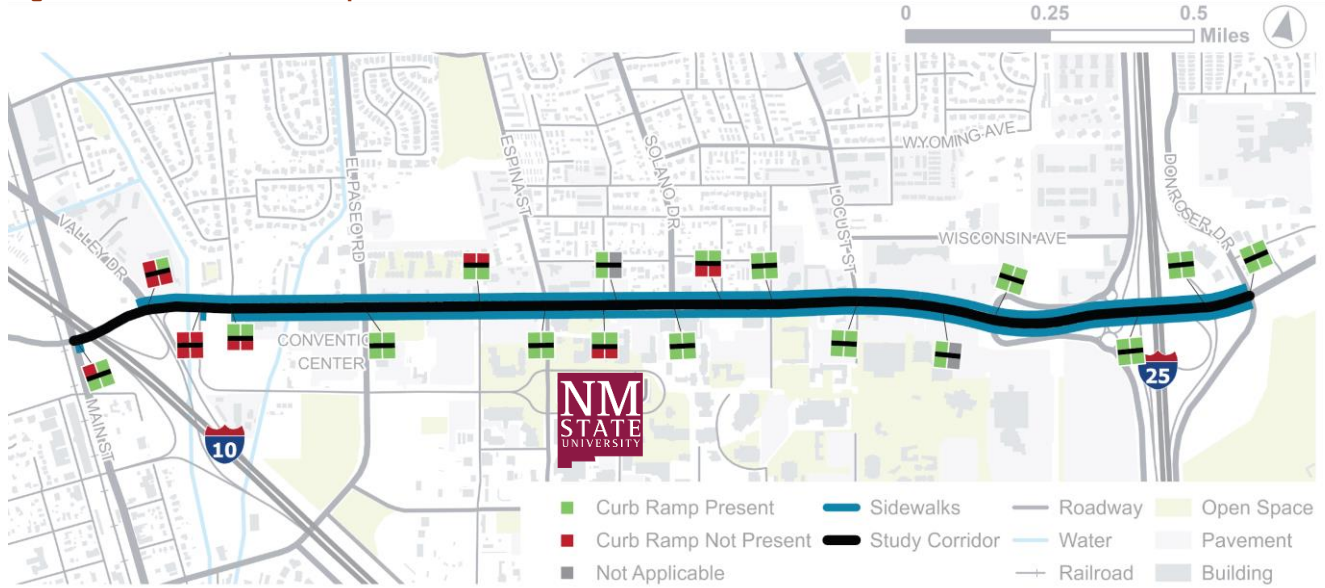
Of the 17 intersections assessed, all but five have crosswalks in all directions, 13 of which are signalized. Missing crosswalk infrastructure is typically missing on non-City owned and maintained legs of intersections on the south side of the corridor, including at Main Street, Valley Drive, and I-25, which are owned by NMDOT as well as Espina Street and Locust Street, which are owned by NMSU.

Existing driveway infrastructure was also reviewed. Approximately seven driveways provide no access or are abutting into a wall, all of which are on the north side of the corridor. These driveways do not provide a flat crossing for pedestrians to safely traverse, violating ADA compliance. An additional 11 driveways do not appear to meet ADA compliance. All driveways out of compliance are on the north side of the corridor, west of Espina Street. The remaining driveways should have grades measured to confirm ADA compliance.

The areas along the corridor that should be addressed include:

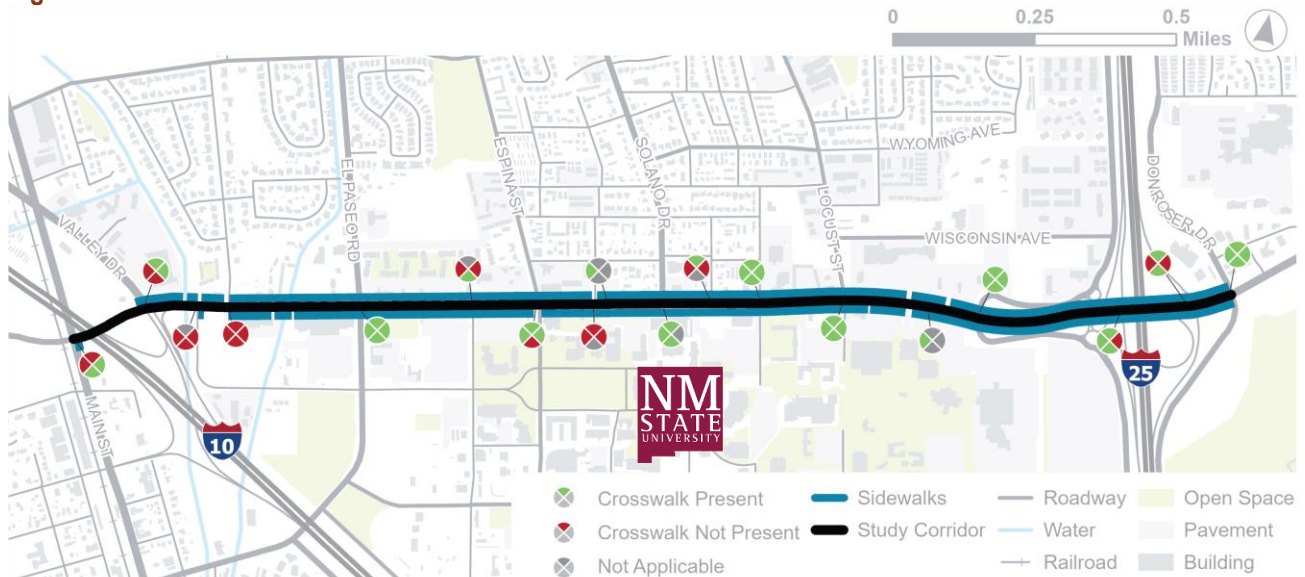
- Crosswalks and curb ramps at Main Street
- Crosswalks and curb ramps at Valley Drive
- Crosswalk at the south leg of Espina Street
- Crosswalk at the south leg of Locust Street
- Crosswalk across University Avenue at Knox Street
- Crosswalk at the north leg of Turrentine Drive

**Figure 12. Corridor Curb Ramp Presence**



Source: Kimley-Horn

**Figure 13. Corridor Crosswalk Presence**

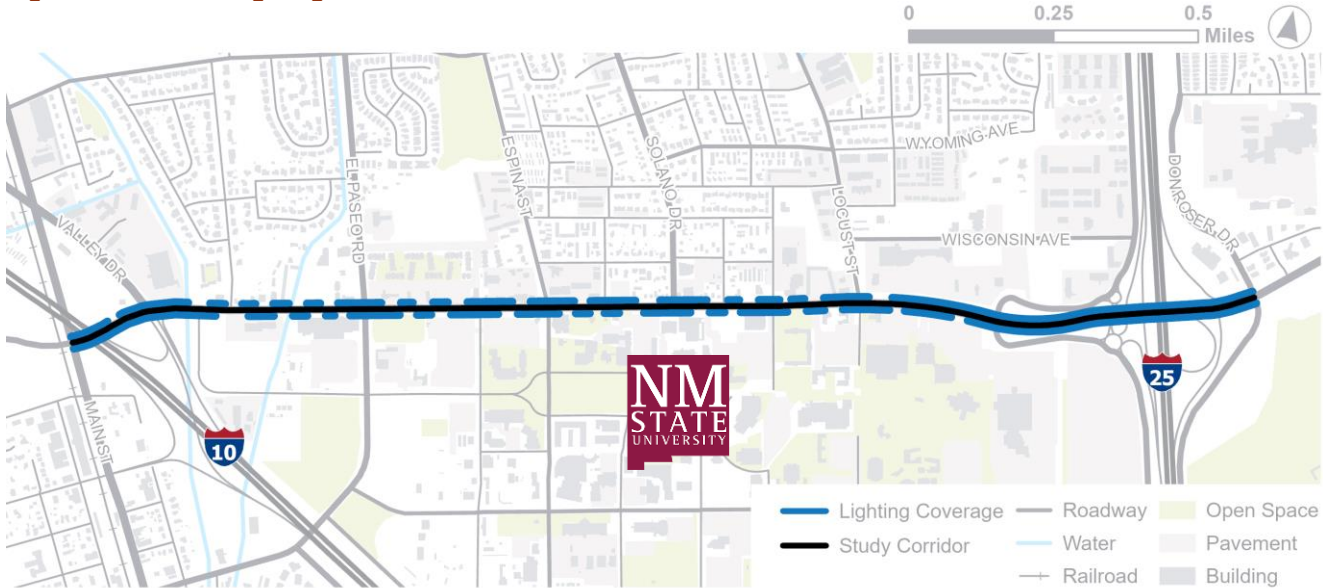


Source: Kimley-Horn

## Corridor Lighting

Throughout the corridor, streetlights are typically spaced 250 to 300 feet apart, potentially causing gaps in adequate lighting along the corridor. Consistent lighting is found at the east edge of the corridor, near the I-25 interchange. **Figure 14** shows lighting along the corridor. During the design process, a lighting study will be conducted to evaluate where supplemental lighting will be needed to meet national best practices for corridor illumination.

**Figure 14. Corridor Lighting**



Source: Kimley-Horn

## 4. Traffic and Multimodal Usage

### Traffic Volumes

Average daily traffic (ADT) volumes were collected at the following locations:

- University Avenue east of Solano Drive
- Main Street north of University Avenue
- El Paseo Road north of University Avenue
- Boutz Road east of Main Street

The highest traffic volumes were on University Avenue, east of Solano Drive, exceeding 13,000 vehicles daily. The ADTs on Main Street, El Paseo Road, and Boutz Road are generally 2,000 vehicles less than the University Avenue corridor. **Figure 15** shows ADTs by location.

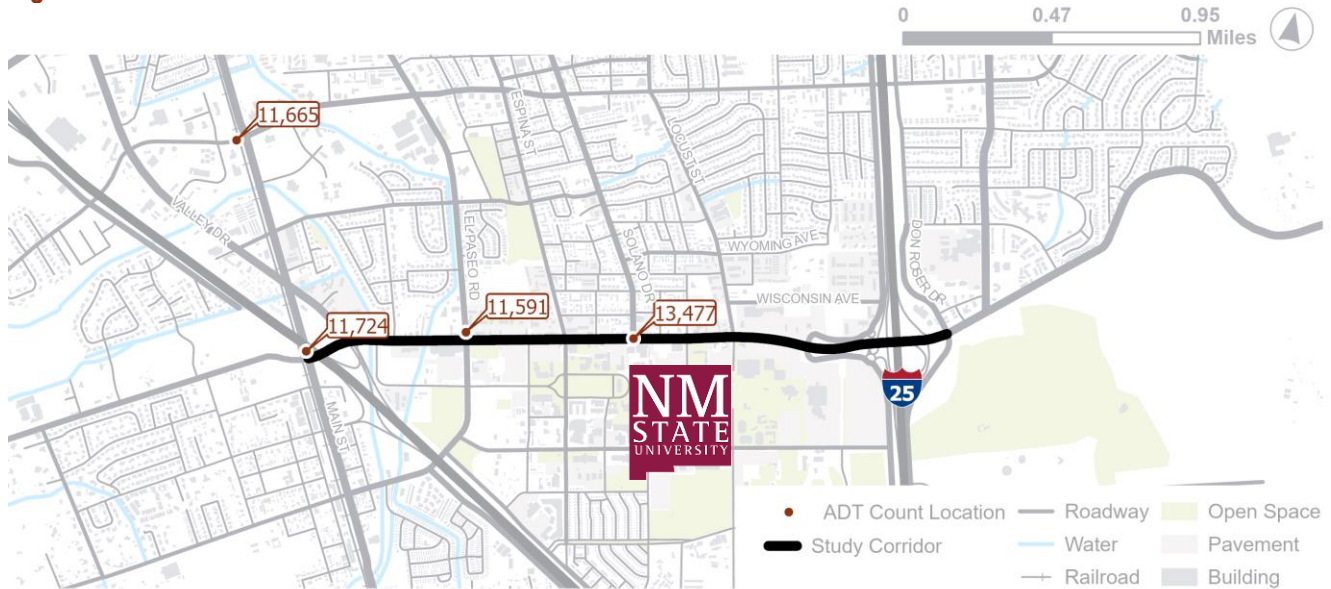
Turning movement counts (TMCs) were conducted at 17 intersections along the corridor during weekday morning, midday, and afternoon peak hours. TMC locations are shown in **Figure 16** and are detailed in **Figure 17**. TMCs were collected in 15-minute intervals, from 7:45 AM to 8:30 AM, 12:15 PM to 1:00 PM, and 3:15 PM to 4:00 PM. Detailed TMC sheets are provided in **Appendix A**. The ADTs and TMCs for most locations were conducted on Tuesday, April 23, 2024. However, TMC 1 and 2 data was collected on Tuesday, February 6, 2024.

### Active Transportation Usage

In addition to passenger vehicles, pedestrian and bicycle volumes were collected. Pedestrian activity is highest at Espina Street and University Avenue. Jordan Road and University Avenue has high active transportation volumes in the morning particularly. Intersections with notable pedestrian volumes include Solano Drive and at the PHB east of Hagerty Road, where peak hour pedestrian volumes exceed 75.

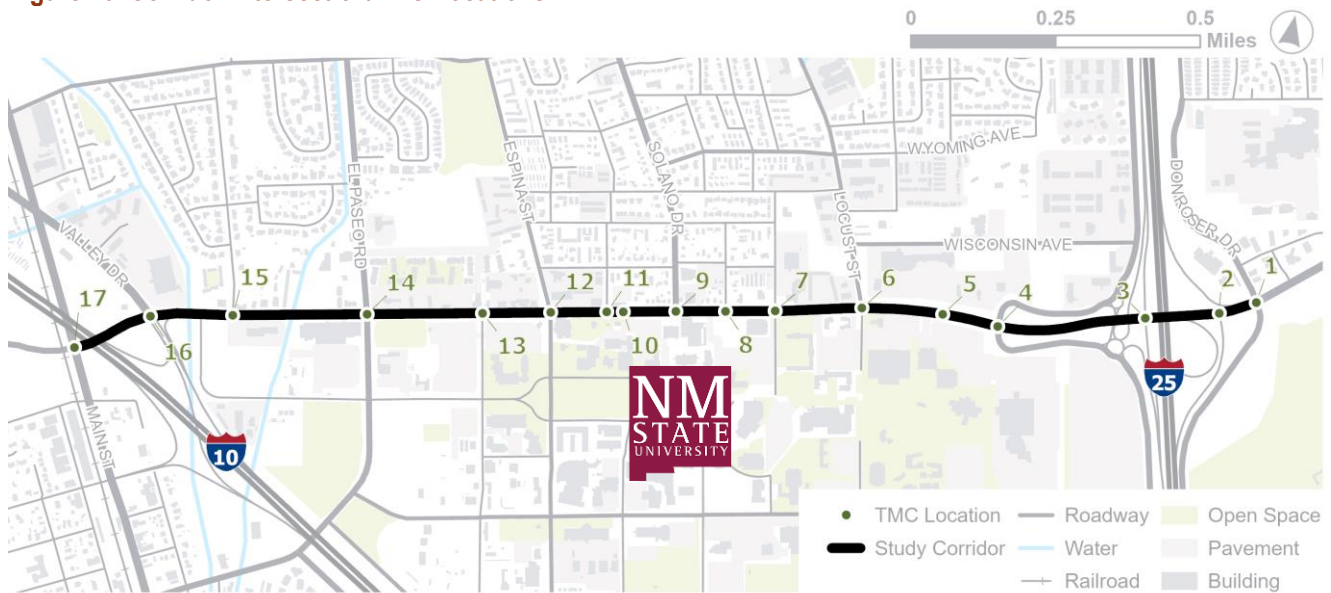
Bicycle activity is more scarce than pedestrian activity but is found at a consistent level throughout the corridor. Notable bicycle volumes are at the intersection of Locust Street and University Avenue. These notable intersections for active transportation activity are located near major entrances to the NMSU campus and are likely driven by university traffic.

**Figure 15. ADT Intersection Counts**



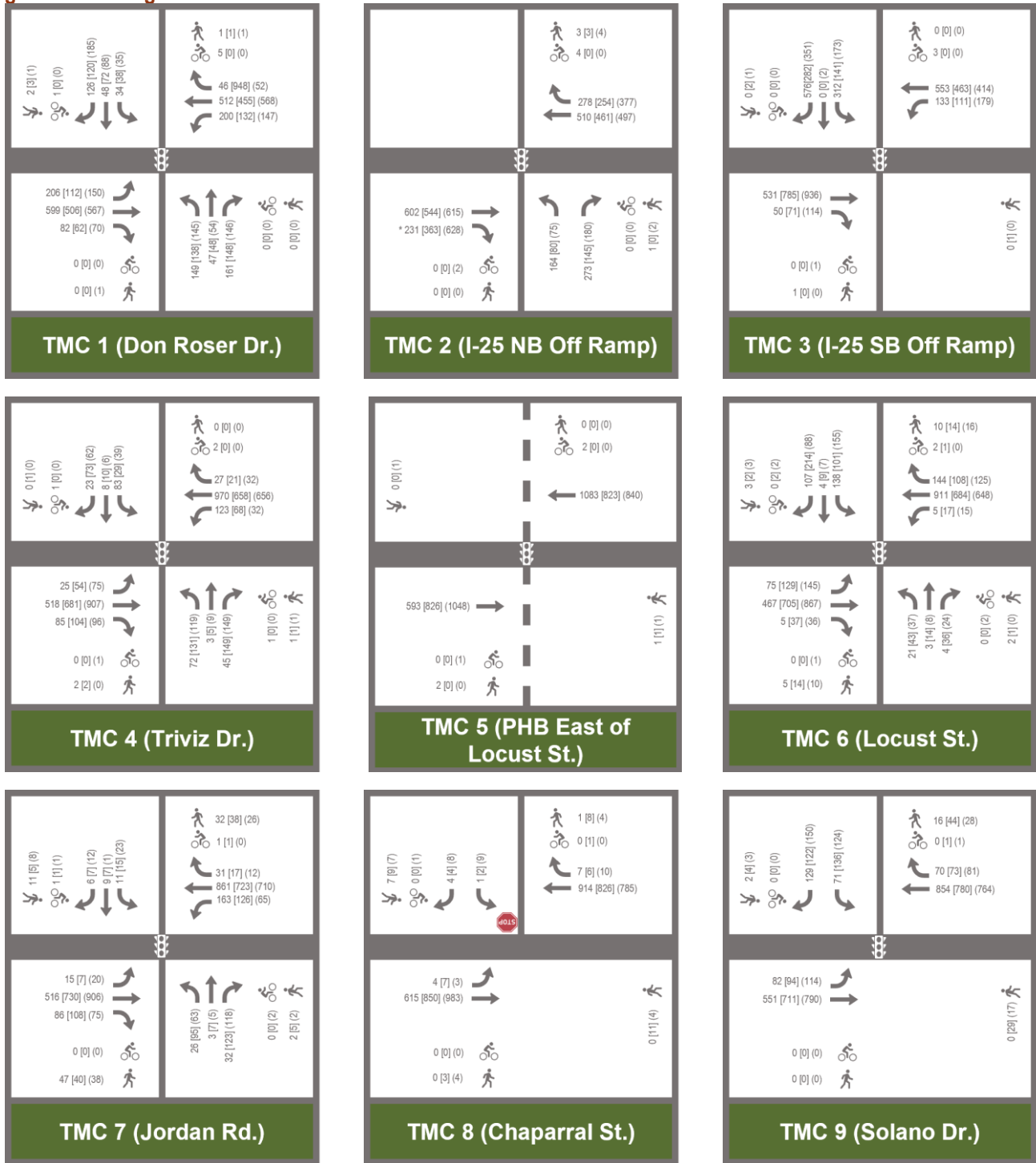
Source: Kimley-Horn

**Figure 16. Corridor Intersection/TMC Locations**



Source: Kimley-Horn

**Figure 17. Turning Movement Counts**



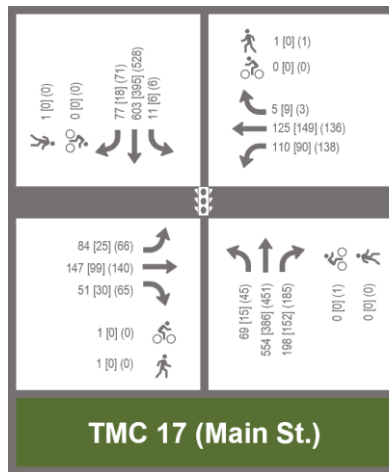
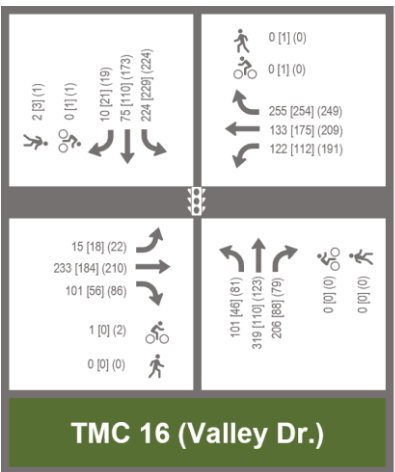
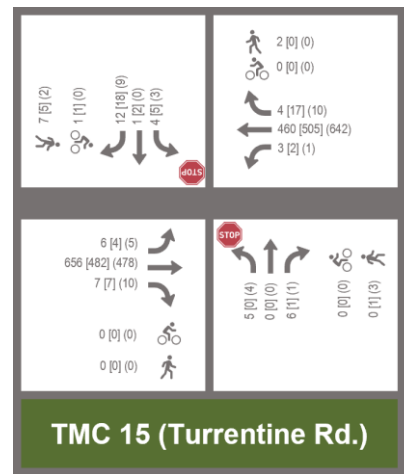
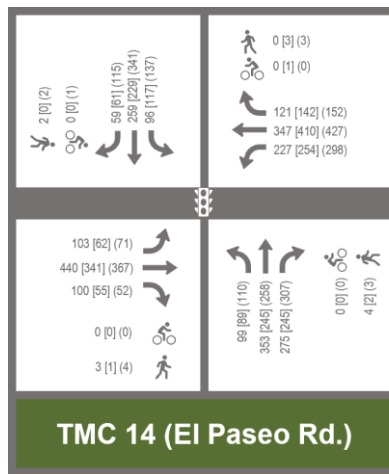
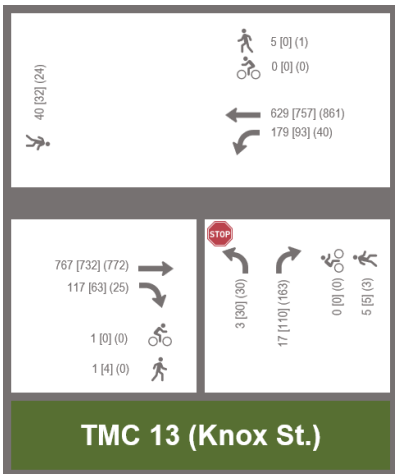
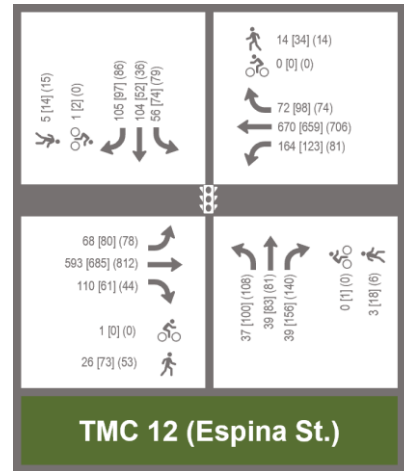
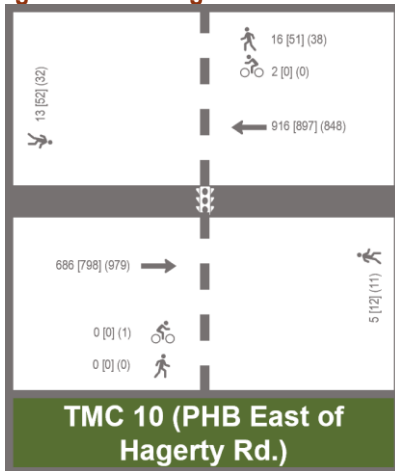
**LEGEND**

University Ave.    
  Crossing Road    
  Crosswalk

XX[XX](XX)     AM[Midday](PM) Weekday Peak Hour Traffic Volumes

\* Eastbound Right Turn at TMC 2 represents the entrance ramp loop onto I-25 northbound

**Figure 17. Turning Movement Counts (Continued)**



**LEGEND**

University Ave.    
  Crossing Road    
  Crosswalk

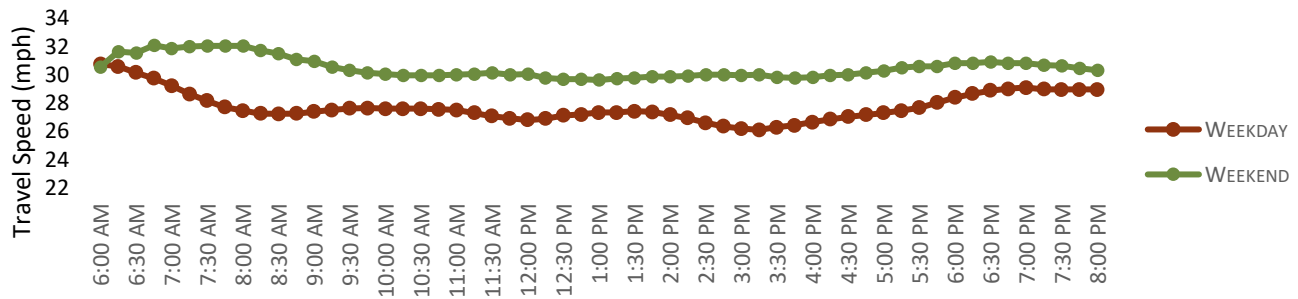
XX[XX](XX)     AM[Middy](PM) Weekday Peak Hour Traffic Volumes

Source: Kimley-Horn, City of Las Cruces

## Vehicular Congestion

Current traffic congestion along the University Avenue corridor and the surrounding area was analyzed using Replica, a big data platform that aggregates anonymized travel time data from cell phone location services. Peak period speeds were compared to the roadway's free flow speed. The peak-period differential was analyzed for all weekends and weekdays for the entirety of 2023. Congestion data was obtained from Replica's quarter-hourly speed data. It should be noted that the congestion data obtained is an average of all weekdays and all weekends in 2023, respectively, where congestion in fall and spring months are increased due to the presence of students from NMSU. Peak periods for weekend and weekday congestion were identified by identifying where travel speeds are at their lowest throughout the day, as shown in **Figure 18**.

**Figure 18. Weekday and Weekend Congestion Comparison**



Source: Replica

The average **weekend** peak period along University Avenue in 2023 occurs at 9:15 AM and stays consistent throughout the remainder of the day. There isn't an improvement to traffic speeds on the weekend until 6:00 PM. Due to the lack of change in congestion throughout the day, and that weekend speeds are higher than weekday speeds all day, there is no map to show weekend congestion.

The average **weekday** congestion along University Avenue has two primary peaks in 2023, from 8:15 AM to 9:15 AM in the morning, and from 2:45 PM to 3:45 PM in the afternoon. In the morning, congestion is highest on University Avenue, with traffic traveling at least 10 mph below free flow speed in both directions. Surrounding roadways are typically less congested than University Avenue. Similarly, in the afternoon, University Avenue westbound traffic travels at 5 to 10 mph less than the free flow speed. Afternoon eastbound traffic is even more congested, traveling at least 15 mph less than the free flow speed. **Figure 19** and **Figure 20** show congestion on University Avenue and the surrounding area in the morning and afternoon, respectively.

**Figure 19. Peak Morning Congestion**



Source: Replica

**Figure 20. Peak Afternoon Congestion**



Source: Replica

## Transit Usage

Average boardings for Roadrunner Transit and Aggie Transit was reviewed from March to July of 2024. Boardings along the corridor are highest at University Avenue/Jordan Road and University Avenue/Hagerty Road, both of which are served by Routes 2 and 8, exceeding an average of 20 boardings per day. Average boardings are shown in **Table 3**.

**Table 3. Transit Ridership by Stop**

ROUTE	STOP NUMBER	STOP NAME	AVERAGE DAILY BOARDINGS
Route 2	11	University Ave and Espina St	7
Route 2	12	University Ave and Solano Dr	6
Route 2	13	University Ave and Locust St	13
Route 2/ Route 8	45/ 14	University Ave and Jordan Rd	21
Route 2/ Route 8	46/ 15	University Ave and Hagerty Rd	21
Route 2	47	Espina St and Monte Vista Ave	6
Route 4	19	University Ave and El Paseo Rd	4
Route 4	20	University Ave @ IHOP	8
Route 4	21	University Ave @ Whataburger	12
Blue	9	University Ave	6

Source: City of Las Cruces, NMSU

## 5. Corridor Context

### Land Use and Activity Centers

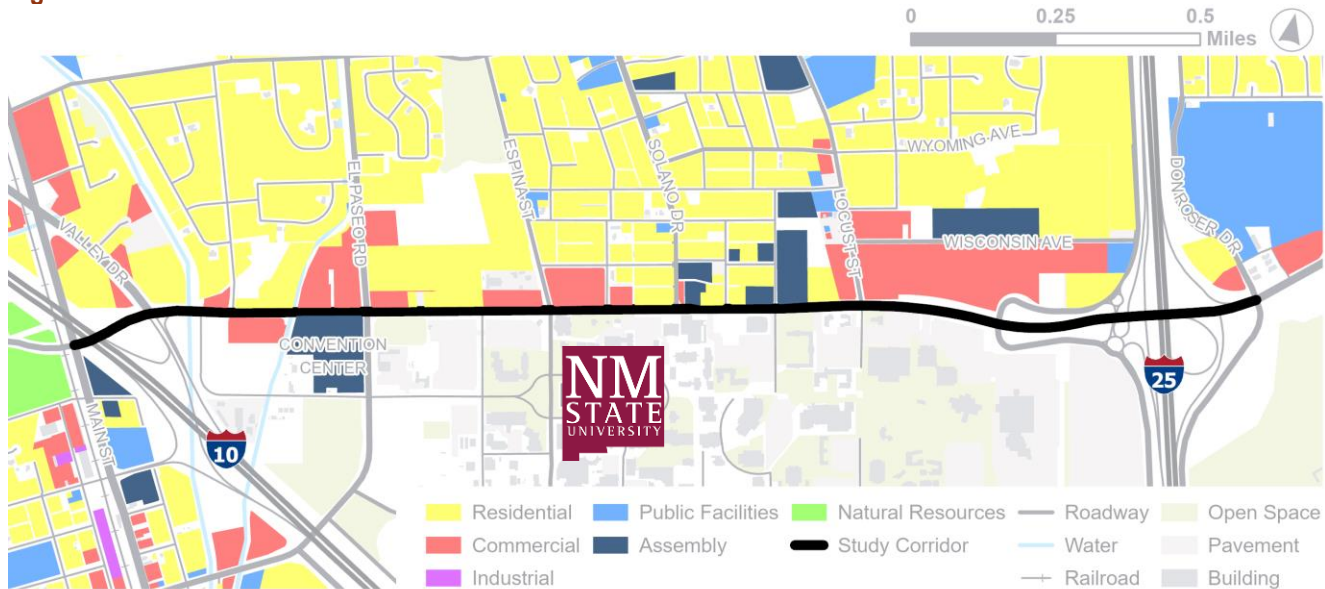
One of the key characteristics of the University Avenue corridor is its proximity to NMSU, located south of the corridor. NMSU presents a large draw to the corridor as a major activity center for the community. Students and staff utilize a multitude of modes to access NMSU along University Avenue. There are multiple large parking lots close to the corridor, with several access points off the study corridor. Comprising nearly the entire southern half of the corridor, NMSU is a major stakeholder in what occurs on University Avenue.

The Las Cruces Convention Center is also located on the south side of the corridor, to the west of NMSU. The Las Cruces Convention Center is an attraction point that brings visitors to the University Avenue corridor throughout the year. There are multiple religious gathering spaces along the corridor as well that attract worshippers to the corridor on select days of the week.

Land uses on the north side of the corridor are typically residential, with some commercial and assembly uses directly along the corridor. These land uses support the university, providing housing and commercial services for staff, students, and visitors. Commercial developments along the corridor are relatively low intensity and do not likely draw people to the corridor for the sole purpose of commercial activity.

Another important aspect of the University Avenue corridor is that it serves as a connection between I-10 and I-25. The corridor serves as an alternate route to access interstates when crashes or other events impact traffic flow on the interstates. The corridor also serves residential land uses to the east and west as well as the Memorial Medical Center to the east. Maintaining flexibility for emergency response vehicles on University Avenue in the future design will be critical due to this corridor's proximity to medical services, its connectivity to the interstates, and as one of very few continuous east-west connections in Las Cruces. Land use along the University Avenue is displayed in **Figure 21**.

**Figure 21. Land Use**



Source: City of Las Cruces

### Topography

A review of topographic conditions along University Avenue can help to locate possible constraints for improvements, while also informing the physical impact the corridor environment has on its users. On the west side of the corridor, the existing roadway longitudinal slope is at a level grade until the intersection with Espina Street. At this location, a significant longitudinal grade difference and low point is introduced. Continuing east from the intersection at Espina Street, a consistent positive slope occurs up until the east end of the study corridor. This slope results in a challenge to implementing improvements due to a roadway water runoff bottleneck point at Espina Street. Based on discussions with City staff, most rain events result in flooding at this intersection.

## Utilities

There are a wide variety of overhead and underground utilities along the study corridor, including overhead power, underground power, sewer facilities, gas facilities, storm drain infrastructure, and water utilities. These utilities may pose a constraint for potential improvements throughout the corridor. Much of the corridor contains utilities in close proximity to the existing roadway. A water line improvements project was recently completed by the City along the study corridor in 2023. Overhead powerlines are present on the north side of University Avenue between Valley Drive and Espina Street. Overhead power lines cross the corridor at El Paseo Road and Espina Street. The overhead electric power pole placements present challenges to the existing sidewalk infrastructure, restricting accessibility by not providing sufficient space between the power pole and back of curb for pedestrians. **Appendix B** shows the utilities along the corridor.

## Geotechnical Conditions

Geotechnical investigation is ongoing along the study corridor. The results of this investigation will be provided when it is received, including the geotechnical report which will be provided as **Appendix C**.

## 6. Safety

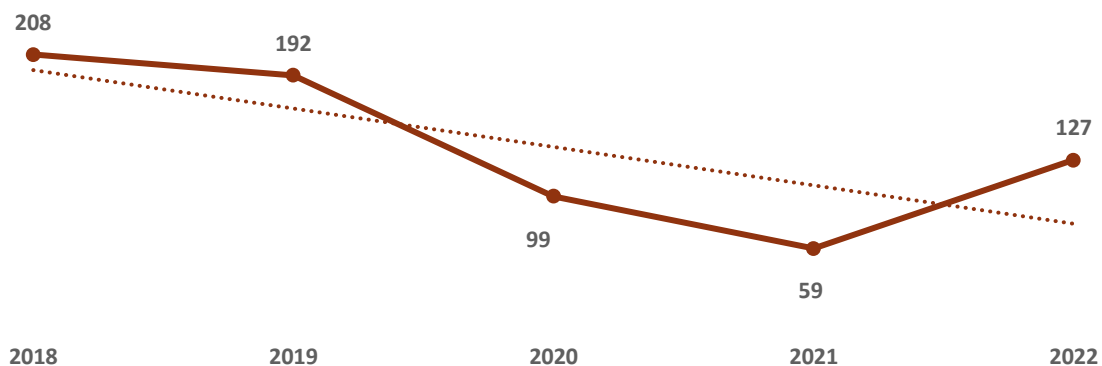
Safety along the study corridor was analyzed for the most recent five years of crash data available (2018-2022) from the MVMPO and University of New Mexico (UNM), to determine hot spots along the corridor that may require safety improvements. It is important to note that NMDOT redesigned the I-25 and University Avenue interchange in 2021 to ease congestion and improve safety. Although, the improved interchange was implemented during the assessed period, there is not a five-year period of crash data available following implementation. The impacts of the redesign cannot be assessed with available crash data.

## Crash Trends

### CRASHES OVER TIME

There were 685 crashes on the study corridor from 2018 to 2022. Crashes were highest in 2018, at 208 crashes, and have decreased over the five-year period, with 127 crashes in 2022. **Figure 22** shows the number of crashes per year from 2018 to 2022. Every year following 2018, the number of crashes along the corridor has decreased, except for in 2022, when the number of crashes increased by 115% from 2021 to 2022.

**Figure 22. Crashes by Year (2018 – 2022)**

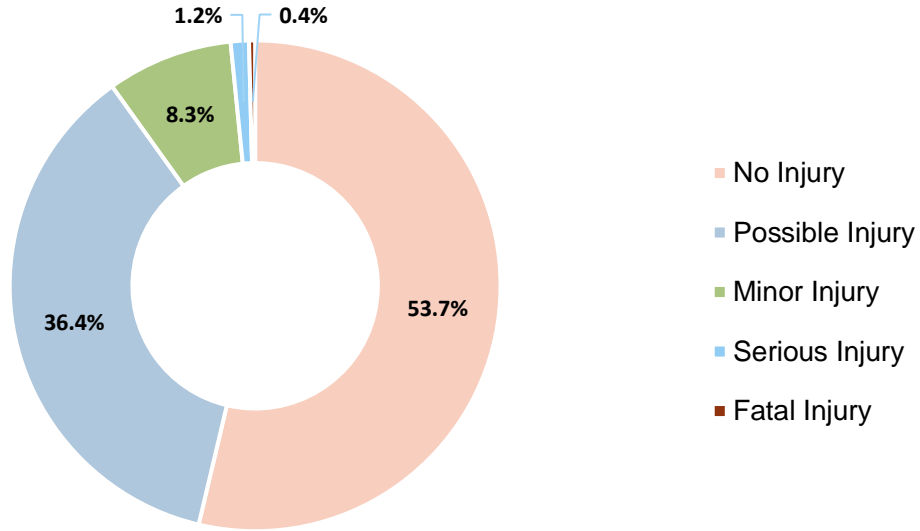


Source: MVMPO, NMU

## CRASHES BY SEVERITY

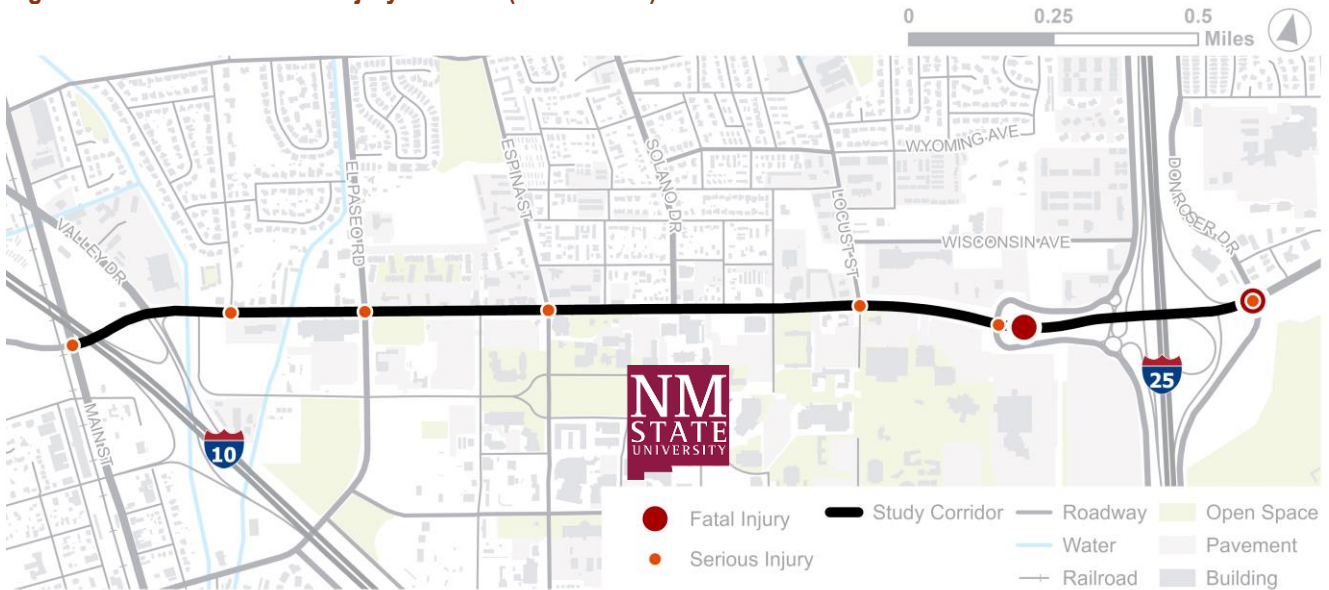
Of the observed crashes, two resulted in a fatality, including one pedestrian, and seven resulted in a serious injury. Most crashes were reported as property damage only, accounting for 54% of all crashes. Crashes by severity are shown in **Figure 23**. **Figure 24** shows crashes that resulted in fatality or serious injury along the corridor. Crashes were dispersed across the corridor, although fatalities were concentrated near the I-25 interchange.

**Figure 23. Crashes by Severity (2018 – 2022)**



Source: MVMPO, NMU

**Figure 24. Fatal and Serious Injury Crashes (2018 – 2022)**



Source: MVMPO, NMU

## Intersection Crashes

Crashes within 250 feet of each signalized intersection were analyzed to determine possible crash-prone intersections along the study corridor. Of all crashes along the corridor, just over 79% of crashes occurred within 250 feet of signalized intersections. Crash rates were also analyzed to assess the number of crashes at the intersection compared to traffic exposure. The intersection with the highest crash frequency from 2018 to 2022 was at El Paseo Road, with 78 crashes. Intersection crashes were also notable at I-25 and Don Roser Drive, which included a fatal incident.

Crash rates consider the amount of traffic at an intersection compared to the crash frequency. The equation below shows the formula used to develop the intersection crash rates:

$$R = \frac{1,000,000 \times C}{365 \times N \times V}$$

Where:

- R = Crash rate for the intersection expressed as crashes per million entering vehicles (MEV)
- C = Total number of intersection crashes in the five-year study period
- N = Number of years of data
- V = Traffic volume entering the intersection daily

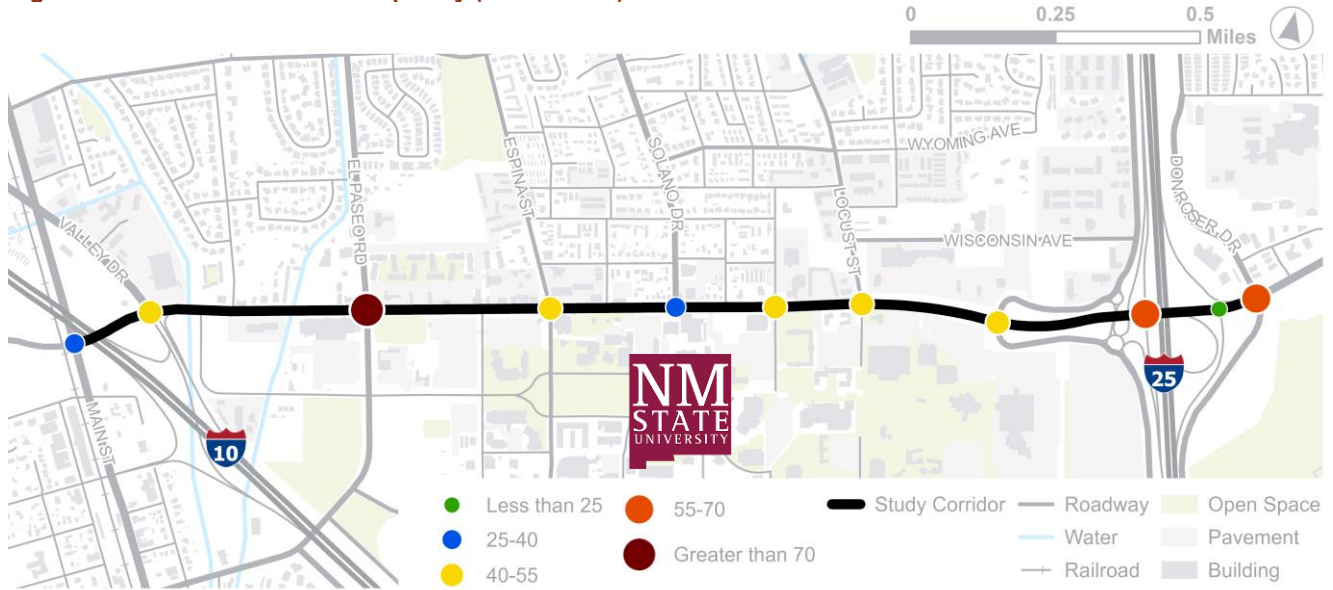
Intersections with high frequencies of crashes tended to have higher crash rates. The intersection at El Paseo Road saw the highest crash frequency (78) and crash rate (1.81), while the intersection at the I-25 Northbound Off-Ramp saw the lowest crash frequency (19) and crash rate (0.4). Intersection crash frequency is shown in **Figure 25**, and intersection crash rate is shown in **Figure 26**. **Table 4** shows the crash rate and crash frequency values for each intersection.

**Table 4. Crash Rate and Crash Frequency at Each Intersection (2018 – 2022)**

INTERSECTION	CRASH RATE (Crashes per MEV)	CRASH FREQUENCY (Total Crashes)
El Paseo Road	1.81	78
Locust Street	1.46	54
I-25 SB Off Ramp	1.44	58
Valley Drive	1.27	43
Don Roser Drive	1.14	59
Triviz Drive	1.11	50
Jordan Road	1.11	47
Solano Drive	0.93	37
Espina Street	0.91	54
Main Street	0.73	38
I-25 NB Off Ramp	0.4	19

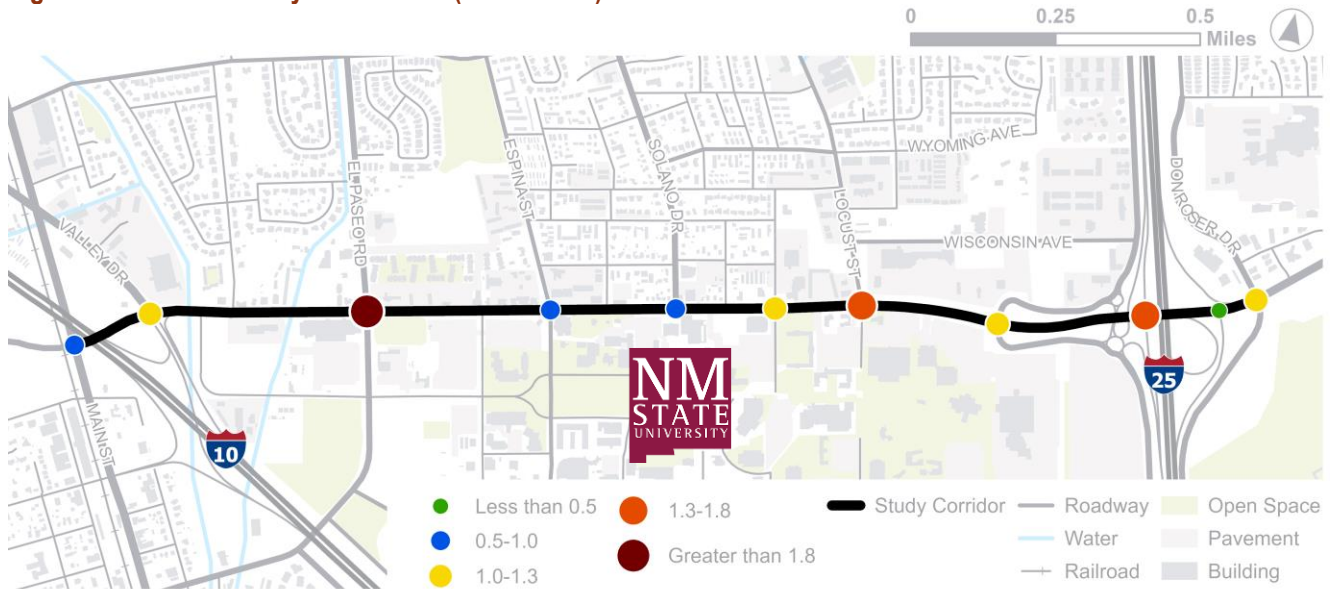
Source: MVMPO, NMU

**Figure 25. Intersection Crash Frequency (2018 – 2022)**



Source: MVMPO, NMU

**Figure 26. Crash Rates by Intersection (2018 – 2022)**



Source: MVMPO, NMU

## Segment Crashes

Segment crashes were observed to analyze crash trends outside of the signalized intersections on the University Avenue corridor. Corridor segments with significant crash trends may have underlying influences, such as capacity or access management deficiencies. Crash rates were also analyzed between each intersection to assess the number of crashes along the segment compared to the traffic exposure.

Segment crashes accounted for nearly 21% of all crashes along the corridor. Crash frequency was the highest between El Paseo Road and Espina Street, with 40 crashes. **Figure 27** shows the crash frequency between signalized intersections on the corridor.

Segment crash rates are expressed in terms of crashes per 100 million vehicle miles traveled (VMT). The equation below shows the formula used to develop segment crash rates:

$$R = \frac{100,000,000 \times C}{365 \times N \times V \times L}$$

Where:

- R = Crash rate for the road segment expressed as crashes per 100 million VMT
- C = Total number segment crashes in the study period
- N = Number of years of data
- V = Number of vehicles per day (both directions)
- L = Length of the roadway segment in miles

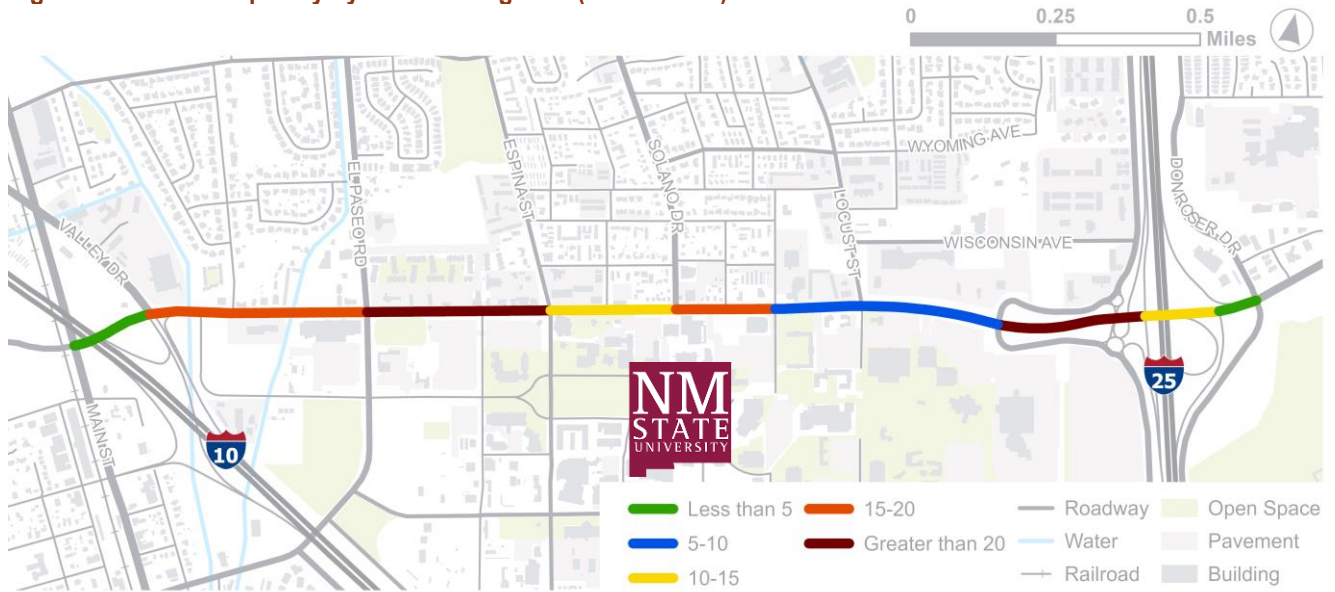
The highest crash rate along the corridor was observed between the I-25 Northbound Off-Ramp and the I-25 SB Off-Ramp, with a crash rate of 445.05. Segment crash rate is shown in **Figure 28**. **Table 5** shows the crash rate and crash frequency values for each segment.

**Table 5. Crash Rate and Crash Frequency on Each Segment (2018 – 2022)**

SEGMENT	CRASH RATE (Crashes per MEV)	CRASH FREQUENCY (Total Crashes)
Don Roser Drive – I-25 NB Off Ramp	0	0
I-25 NB Off Ramp – I-25 SB Off Ramp	445.05	11
I-25 SB Off Ramp – Triviz Drive	322.72	27
Triviz Drive – Locust Street	94.22	9
Locust Street – Jordan Road	104.15	6
Jordan Road – Solano Drive	288.17	18
Solano Drive – Espina Street	161	14
Espina Street – El Paseo Road	323.49	40
El Paseo Road – Valley Drive	161.51	17
Valley Drive – Main Street	48.65	1

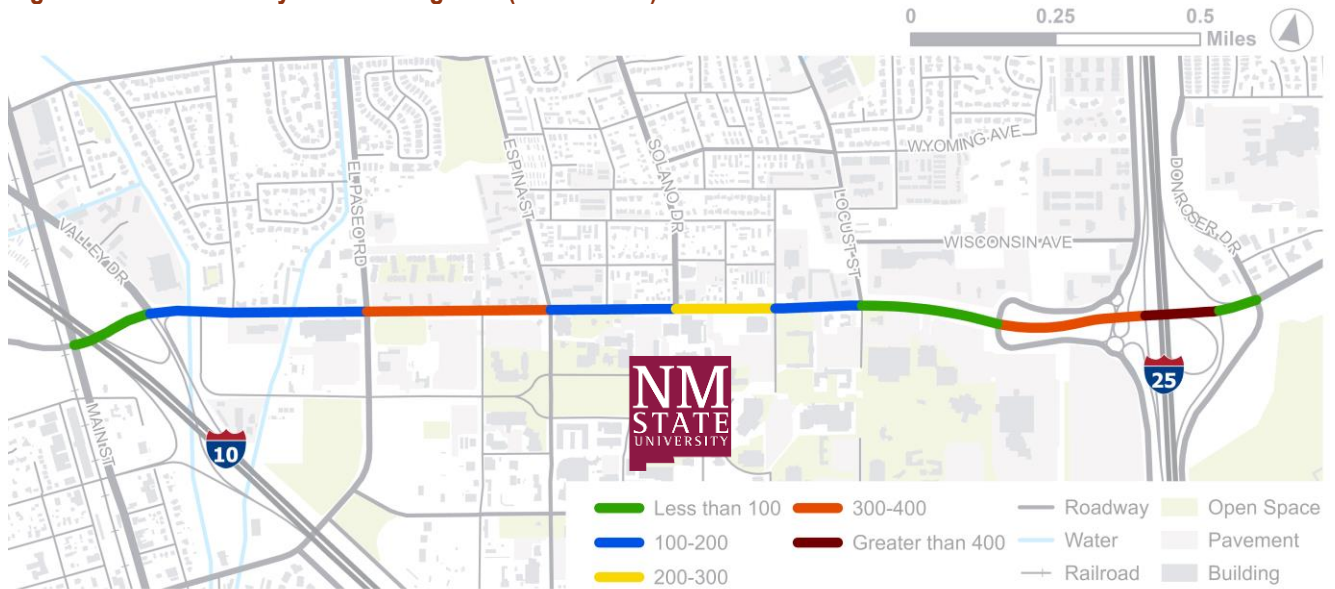
Source: MVMPO, NMU

**Figure 27. Crash Frequency by Corridor Segment (2018 – 2022)**



Source: MVMPO, NMU

**Figure 28. Crash Rate by Corridor Segment (2018 – 2022)**

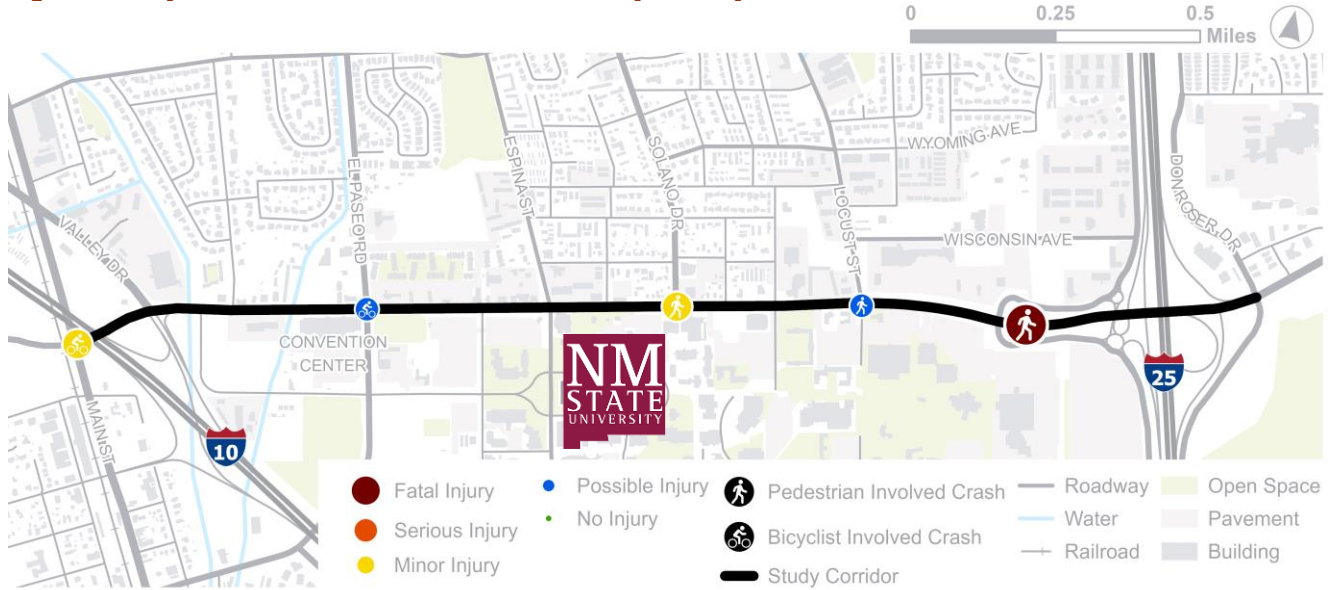


Source: MVMPO, NMU

### Active Transportation Crashes

Of the observed crashes from 2018 to 2022, there were two reported crashes involving bicyclists and three involving pedestrians, accounting for less than 1% of all crashes. **Figure 29** shows the severity and location of bicyclist and pedestrian involved crashes. The fatal pedestrian crash occurred in 2020 in dark (unlit) conditions. This crash occurred before the reconstruction of the I-25 interchange and lighting was improved with that project.

**Figure 29. Bicyclist and Pedestrian Involved Crashes by Severity**



Source: MVMPO, NMU

### Near Miss Data

Near miss data was collected to expand on the context of current crash trends. Data was collected for an eight-day span at the following locations along the corridor:

- Espina Street
- PHB east of Hagerty Road
- Jordan Road
- Solano Drive
- Locust Street

Data was summarized into four categories: vehicle-VRU conflicts, vehicle-vehicle conflicts, red light running incidents, and speeding incidents, the results of which are shown as daily averages in **Figure 30**, **Figure 31**, **Figure 32**, and **Figure 33**, respectively. Detailed information on the near miss data is provided in **Appendix D**. Average near miss occurrences by category include:



243

VEHICLE-VRU  
CONFLICT



28

VEHICLE-VEHICLE  
CONFLICT



249

RED LIGHT  
RUNNING

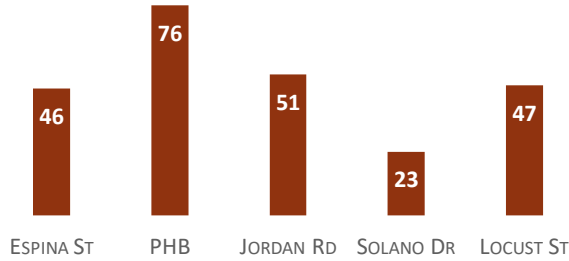


770

SPEEDING  
INCIDENTS

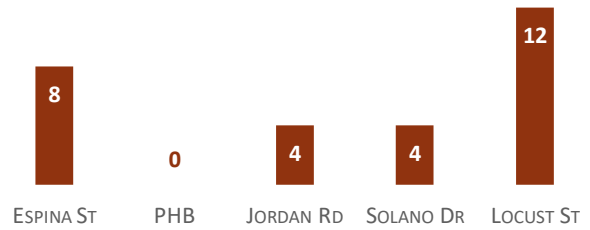
Speeding incidents were the most common occurrence along the corridor within the locations examined by the near miss data. For the purposes of this analysis, speeding is any vehicle traveling 10 mph or more above the posted 35 mph speed limit on the corridor. The PHB had the most vehicle-VRU conflicts, as well as the second highest frequency of vehicle speeding events. Jordan Road has the most red-light running events. Locust Street has the most vehicle-vehicle conflicts as well as a high frequency in all near miss categories. Detailed near-miss data is documented in **Appendix D**.

**Figure 30. Average Daily Vehicle-VRU Conflicts**



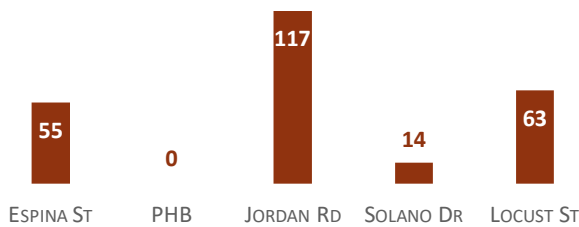
Source: Street Simplified

**Figure 31. Average Daily Vehicle-Vehicle Conflicts**



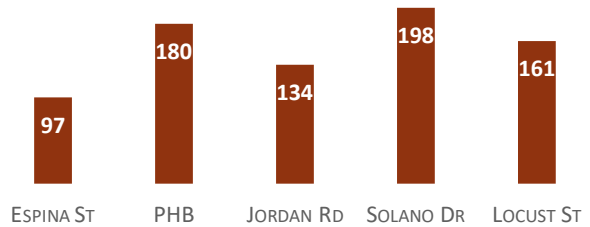
Source: Street Simplified

**Figure 32. Average Daily Red Light Running Events**



Source: Street Simplified

**Figure 33. Average Daily Speeding Events**



Source: Street Simplified

## 7. Environmental Overview

This environmental overview (EO) provides data obtained from various local, state, and federal sources related to potential environmental issues that could impact future alternatives, design, and construction activities. Documentation for a Programmatic Categorical Exclusion (CATEX) will be provided in **Appendix E** once it is received, as any recommended projects resulting from this study are anticipated to qualify for a CATEX.

### Air Quality and Greenhouse Gases (GHG)

The project area is in Doña Ana County, New Mexico, which is designated by the EPA as in attainment for all National Ambient Air Quality Standards (NAAQS).

The proposed Project consists of reconfiguring the cross-section of along University Avenue between I-10 and I-25 in a manner that balances between property access, functional integrity of the road system, and improves pedestrian and bicycle safety. Alternative solutions will be developed with the engagement of local stakeholders and members of the public.

While early in the proposed Project’s development, additional travel lanes nor additional capacity are anticipated. While reconfiguring the cross-section within the existing right-of-way is anticipated to result in minor air quality impacts associated with construction activities, the potential for increased emissions associated with increased traffic congestion will be analyzed when project development has progressed to the point that resulting traffic volumes can be quantified.

## Water Resources

University Avenue is within the Las Cruces Arroyo-Rio Grande Watershed, which covers more than 1.5 million acres and extends from Caballo Reservoir to the Mexican border. The Rio Grande also runs through Las Cruces, irrigating the surrounding farmlands and desert cities. The Rio Grande is mapped by data from the National Hydrography Dataset (NHD) as an artificial path located approximately 0.7 miles west of the Project area. NHD-mapped features that intersect the Project area include two canal/ditches, the Park Drain and the Las Cruces Lateral, located in the western portion of the Project area, and one unnamed stream/river located in the eastern portion of the Project area. The development within the Project area appears to have been significantly disturbed hydrologic flow in the area. However, there is still a probability that some of these features may be jurisdictional Waters of the U.S. and field verification of this feature is recommended.

The Federal Emergency Management Agency (FEMA) National Flood Hazard maps indicate the presence of special flood hazard areas designated as FEMA Zone X and Zone AE near the project area. Zone X corresponds to areas of minimal flood hazard and Zone AE corresponds to the one percent annual chance of flood (100-year flood).

Additional project development is needed to determine potential impacts.

## Soils

Examination of United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Doña Ana County web soil survey mapping for the project area identified Farmland of Statewide Importance soil types within the Project area. However, the development density within the project area is greater than 0.75 structures per acre, and the project is located within an Urban Area as designated by the U.S. Census Bureau's Urban Area dataset. Therefore, the project is compliant with the Farmland Protection Policy Act, and no further coordination is required.

## Biological Resources

The project area is within urban and suburban areas with NMSU to the south, commercial activities concentrated at the east and west ends, and residential neighborhoods and light commercial businesses to the north. An official species list for the Project was obtained from the U.S. Fish and Wildlife Service (FWS) and an online project review report from the New Mexico Department of Game and Fish (NMDGF).

The NMDGF is responsible for activities in New Mexico administering the Endangered Species Act. They do this by ensuring fish and wildlife, and their habitats, are considered by federal agencies during project planning for projects. The USFWS has jurisdiction over all threatened and endangered species. The agency maintains a database with information about sensitive and endangered species in New Mexico. This information is available to USFWS and other agencies and individuals working at protecting species.

In addition to the management of more common species, NMDGF also develops and implements recovery plans for wildlife species listed by the state as threatened or endangered, ensuring that the biodiversity of New Mexico is not lost. The state listing serves to promote prompt and early management actions, thus at times precluding the need for a federal listing of a particular species.

Compliance with the Endangered Species Act is required for all projects that have the potential to take federally listed threatened or endangered species. Based on the USFWS IPaC species list and shown in **Table 6**, the non-essential experimental populations of Mexican wolf (*Canis lupus baileyi*) and northern alpomado falcon (*Falco femoralis septentrionalis*), the candidate monarch butterfly (*Danaus plexippus*) were identified as federally listed species within the geographical range of the Project. The threatened, yellow-billed cuckoo (*Coccyzus americanus*), and endangered southwestern willow flycatcher (*Empidonax traillii extimus*) and sneed pincushion cactus (*Corypantha sneedii* var. *sneedii*), were also identified as federally listed species within the geographical range of the Project area. There is no designated critical habitat within the Project area. Based on the NMDGF Biota Information System the following state protected species potentially occur within the project area:

- Bald eagle (*Haliaeetus leucocephalus*) (threatened)
- Common black hawk (*Buteogallus anthracinus*) (threatened)
- Alpomado falcon (*Falco femoralis septentrionalis*) (endangered)
- Peregrine falcon (*Falco peregrinus*) (threatened)
- Bell's vireo (*Vireo bellii*) (threatened)
- Spotted bat (*Euderma maculatum*) (threatened)
- Night-Blooming Cereus (*Peniocereus greggii* var. *greggii*) (endangered)

Under Section 7(a)(4) of the Endangered Species Act (ESA), Federal agencies must confer with the USFWS if their action will jeopardize the continued existence of a proposed species. As candidate species, the Mexican wolf and monarch butterfly receive no statutory protection under the ESA.

**Table 6. Species Excluded from Further Evaluation**

SPECIES	STATUS	HABITAT REQUIREMENTS	EXCLUSION JUSTIFICATION
<b>Mammals</b>			
Mexican Wolf ( <i>Canis lupus baileyi</i> )	XN	Mountain woodlands with favorable combination of cover, water, and available prey.	Unlikely to occur in the proposed project area due to lack of woodland habitat.
<b>Birds</b>			
Northern Aplomado falcon ( <i>Falco femoralis septentrionalis</i> )	NMDGF E	Palm and oak savannahs, various desert grassland associations, and open pine woodlands. Within these variations, the essential habitat elements appear to be open terrain with scattered trees, relatively low ground cover, an abundance of insects and small to medium-sized birds, and a supply of nest sites.	Unlikely to occur in the proposed project area. The falcons prefer habitat that includes expansive grasslands with nearby perches (trees), which does not occur on the proposed project site.
Southwestern willow flycatcher ( <i>Empidonax traillii extimus</i> )	USFWS E NMDGF E	Nests in dense willow and cottonwood riparian woodland/wetland habitat	Unlikely to occur in the proposed project area due to a lack of riparian habitat along large aquatic sources, such as a river or large riparian habitat with associated ponds.
Yellow-Billed Cuckoo ( <i>Coccyzus americanus</i> )	ESA LT	Use large contiguous patches of riparian woodlands (cottonwood, willow, or tamarisk galleries), along rivers and at elevations below 6,500 feet (USFWS 2016).	Unlikely to occur in the proposed project area due to a lack of riparian habitat along large aquatic sources, such as a river or large riparian habitat with associated ponds. In addition, there are no known occurrences of yellow-billed cuckoo within the vicinity of the analysis area.
<b>Insects</b>			
Monarch Butterfly ( <i>Danaus periplus</i> )	ESA C	Open grasslands and meadows consisting of a variety of flowering plants. Particularly drawn toward milkweed (USFWS 2022).	Unlikely to occur in the proposed project area due to the lack of abundant flowering plants or riparian habitat that could be utilized for foraging habitat and milkweed vegetation that could be utilized as breeding habitat.
<b>Flowering Plants</b>			
Sneed pincushion cactus ( <i>Escobaria sneedii</i> )	ESA	Limestone ledges and the rocky slopes of mountains in desert and desert grassland habitats. This species is presently known to occur on most of the Franklin Mountains of El Paso County, Texas and Doña Ana County, New Mexico.	Unlikely to occur in the proposed project area because these habitats are not found in the project site.

Status Definitions: ESA = Endangered Species Act; LE= Listed Endangered, LT = Listed Threatened, XN = Experimental Non-Essential Population, C= Candidate.

No designated critical habitat exists within the project area. The project area is in an urban environment where the proposed project would be confined within existing University Avenue right-of-way, in a previously disturbed area. Because this area is within right-of-way that has been previously disturbed, the immediate project area has very limited biological resources present. Additionally, the project area does not contain suitable habitat for federal and state listed species potentially occurring within the project area.

## Cultural Resource Investigations

Based on available data, approximately 72 acres (93% of the Project area) have been subject to survey, with no prehistoric cultural resources documented in the Project area. Four historical-period cultural properties intersect the Project area, including:

1. Las Cruces Lateral (eligible for listing NRHP)
2. Burlington Northern and Santa Fe Railroad Crossing (eligible for listing NRHP)
3. NM 101 segment
4. the NM 478 segment

The Project area is highly disturbed by road improvements, culvert construction, and sidewalk installation. It is recommended that the eligible historic properties that intersect the Project area be avoided, including the culvert area over the Las Cruces lateral and the Burlington Northern and Santa Fe Railroad Crossing. If avoidance is not feasible, the historic cultural properties that intersect the Project area be avoided during construction-related ground disturbance.

In the unlikely event that human remains or funerary objects (an object discovered in proximity to human remains and interred with the remains) are encountered, all work must immediately cease within the vicinity, the area be secured, and both the Native American Graves Protection and Repatriation Act (NAGPRA) and the Archaeological Resources Protection Act are followed under procedures required, as relevant.

## Section 4(f)

Three existing trails are present within the immediate vicinity of the proposed project area: the Triviz Multipurpose Trail, University Trail, and Union Trail. Additionally, the Las Cruces Lateral Trail is proposed in the immediate vicinity of the proposed project area. Additional project development is needed to determine potential impacts.

## Jurisdiction, Land Use, and Transportation

The proposed Project is within the City of Las Cruces ROW. Land uses along University Avenue consists of public/institutional, commercial, and residential development. The City of Las Cruces developed a plan for the University District intended to reinforce the urban edge and campus identity, provide a pedestrian/bicycle friendly environment, and encourage mixed-use commercial buildings with residences above the ground floor.

## Noise and Vibration

The proposed Project is not a Type I, as defined by the NMDOT Design Directive for Abatement of Highway Traffic Noise. Type I projects The NMDOT is to be consulted prior to initiating a noise analysis.

## Environmental Justice and Safety

While both low income and minority populations exist in the vicinity of the project, the project is not anticipated to result in adverse impacts to any community. The proposed Project is anticipated to improve mobility, traffic operational movements, circulation, and transit operations, and enhance bicycle and pedestrian connectivity and safety pedestrian along University Avenue, all of which is anticipated to have an overall beneficial effect to the community for all roadway users along University Avenue.

## Public Involvement

Alternative solutions will be developed with the engagement of local stakeholders and members of the public. A series of meetings will be held to introduce project considerations and solicit input on issues and solutions.

### Traditional Cultural Properties

Consultation to be conducted in coordination with NMDOT Native American/Tribal Coordinator in the Environmental Section.

### Right-of-Way Requirements

No need for additional ROW is anticipated at this time.

### Air Quality

The project area is in Doña Ana County, New Mexico, which is designated by the EPA as in attainment for all National Ambient Air Quality Standards (NAAQS).

## 8. Deficiencies and Constraints

### Transportation Deficiencies

Transportation deficiencies are shortcomings of the existing roadway that may need to be addressed with improvement projects.

- The north side of the corridor from Valley Drive to Locust Street, sections between Valley Drive and El Paseo Drive, and Locust Street to the I-25 Southbound Ramp on the south side of the corridor have a high frequency of driveways that are close together, causing conflicts between vehicles as well as between vehicles and pedestrians.
- There are no active transportation facilities from Main Street to Valley Drive. The multi-use trail on the south side of the corridor has gaps and is in poor condition, limiting its utility for cyclists.
- Bike facilities from perpendicular streets end abruptly at intersections rather than having a smooth connection to the multi-use trail on the south side of the corridor. These gaps in the network makes it difficult to use walking or bicycling as a viable mode of transportation.
- The presence of crosswalks and curb ramps are inconsistent along the corridor, making it challenging for those with limited mobility or disabilities to walk along or across University Avenue. Areas of concern include the intersections of University Avenue and Main Street, Valley Drive, Turrentine Drive, Knox Street, Espina Street, and Hagerty Road.
- Lighting is inconsistent across the corridor. There are lights on both sides of the corridor, though there are some identified gaps and some where there may be limited overlap in coverage.
- Congestion is high along the entire corridor in both the AM and the PM peaks, particularly in the eastbound direction where travel speeds are more than 15 mph below the freeflow speed.
- There are currently 10 transit stops on University Avenue, with another 61 within one mile of the corridor. Average daily boardings range from 4 to 21 across these stops. Increasing transit usage along and connecting to the corridor could be beneficial to reducing reliance on personal vehicles.
- High crash areas include the intersections of El Paseo Drive, Locust Street, and the I-25 interchange, as well as the segments from Valley Drive to Espina St, Solano Drive to Jordan Road, and Triviz Drive to the I-25 northbound off ramp.
- Red light running is most common at Jordan Road, while speeding is most common at Solano Dr, Locust Street, and the PHB east of Hagerty Road.
- The PHB east of Hagerty Road has an average of over 75 vehicle-pedestrian near miss incidents every day, indicating that additional protection or enhanced visibility for pedestrians may be necessary.
- The Locust Street intersection averages 12 vehicle-vehicle near miss incidents per day, the highest on the corridor, indicating that design changes may be necessary at this location.

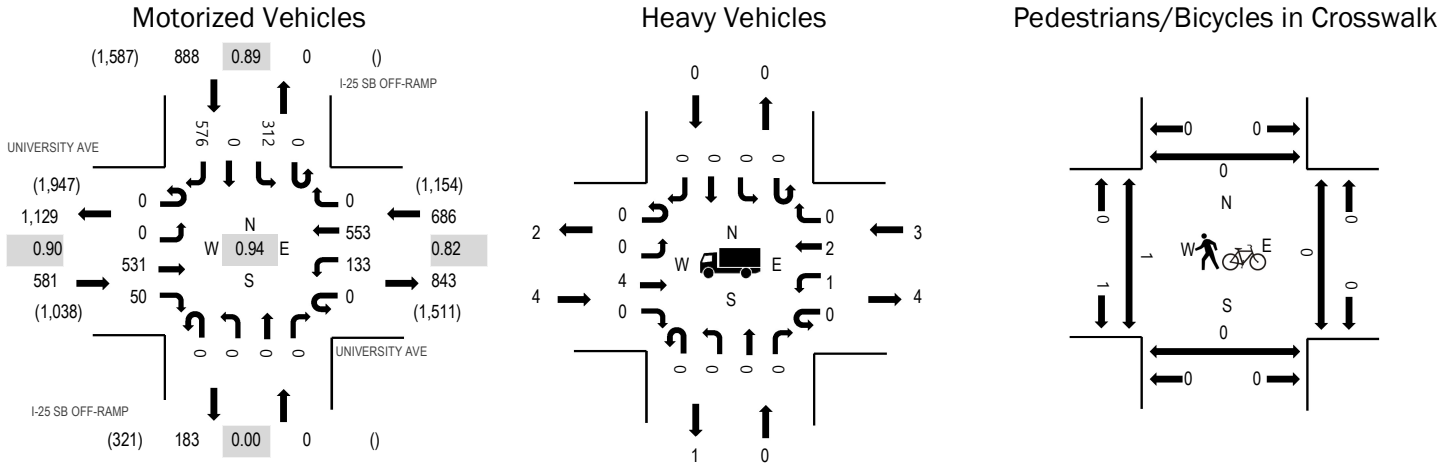
### Corridor Constraints

- The entire stretch of the corridor from Valley Drive to Locust Street is limited to ROW of roughly 75-feet. The ROW widens near the interstates but does not offer additional area for facility improvements.
- Congestion is an issue on the corridor that can be addressed as part of the study, but congestion on connecting and parallel roadways in the surrounding area are also high. The traffic that may be directed off University Avenue through different improvement strategies may amplify existing issues on these other roadways.
- Existing land use along the corridor is primarily institutional (NMSU and convention center) as well as residential and commercial.
- There are a wide variety of overhead and underground utilities along the study corridor which include overhead power, underground power, sewer facilities, natural gas facilities, storm drain infrastructure, and water utilities.
- There is currently a low point at Espina Street that sees regular flooding. The corridor experiences a positive slope from Espina Street to the eastern limits of the corridor at the I-25 interchange, presenting potential difficulties for implementing improvements without costly drainage improvements.

## Appendices

### Appendix A. Traffic Counts

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.7%	0.90
WB	0.4%	0.82
NB	0.0%	0.00
SB	0.0%	0.89
All	0.3%	0.94

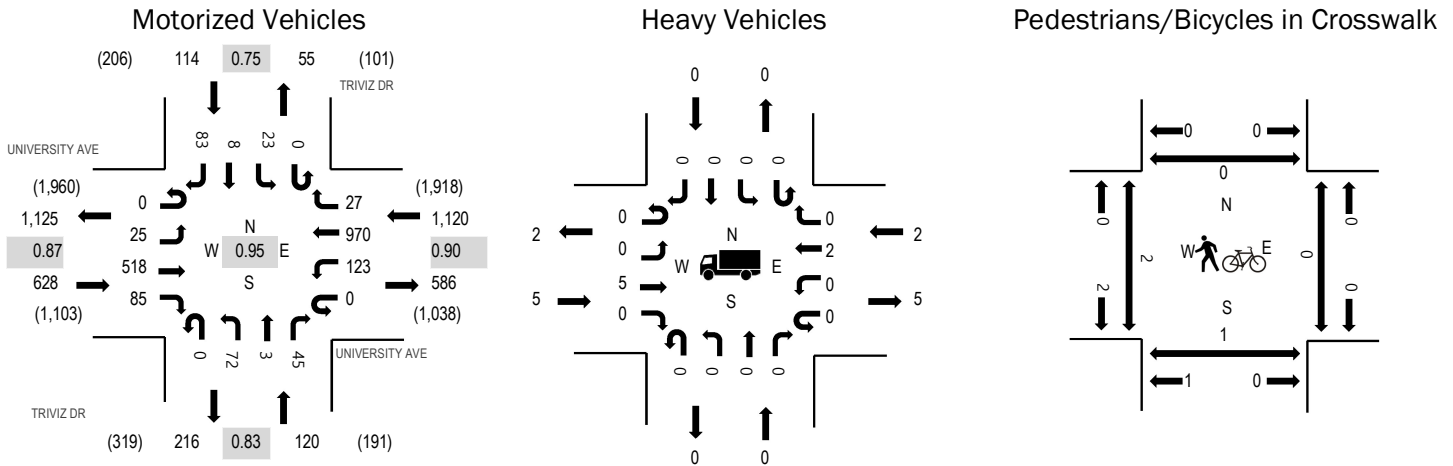
**Traffic Counts - Motorized Vehicles**

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				I-25 SB OFF-RAMP Northbound				I-25 SB OFF-RAMP Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	85	10	0	25	49	0	0	0	0	0	0	47	0	62	278	1,672
7:15 AM	0	0	85	12	0	16	81	0	0	0	0	0	0	55	0	95	344	1,917
7:30 AM	0	0	109	7	0	33	105	0	0	0	0	0	0	89	0	139	482	2,066
7:45 AM	0	0	132	9	0	41	136	0	0	0	0	0	0	90	0	160	568	2,155
8:00 AM	0	0	145	18	0	24	119	0	0	0	0	0	0	95	0	122	523	2,107
8:15 AM	0	0	129	13	0	30	127	0	0	0	0	0	0	70	0	124	493	
8:30 AM	0	0	125	10	0	38	171	0	0	0	0	0	0	57	0	170	571	
8:45 AM	0	0	134	15	0	20	139	0	0	0	0	0	0	64	0	148	520	
Count Total	0	0	944	94	0	227	927	0	0	0	0	0	0	567	0	1,020	3,779	
Peak Hour	0	0	531	50	0	133	553	0	0	0	0	0	0	312	0	576	2,155	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	2	2	7:00 AM	0	0	1	0	1	7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	1	0	0	0	1	7:30 AM	0	0	0	0	0
7:45 AM	0	0	1	0	1	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
8:00 AM	2	0	1	0	3	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:15 AM	2	0	1	0	3	8:15 AM	0	0	1	0	1	8:15 AM	1	0	0	0	1
8:30 AM	0	0	0	0	0	8:30 AM	0	0	2	0	2	8:30 AM	0	0	0	0	0
8:45 AM	1	0	1	0	2	8:45 AM	1	0	0	0	1	8:45 AM	0	0	0	0	0
Count Total	5	0	4	2	11	Count Total	2	0	4	0	6	Count Total	1	0	0	0	1
Peak Hour	4	0	3	0	7	Peak Hour	0	0	3	0	3	Peak Hour	1	0	0	0	1

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.8%	0.87
WB	0.2%	0.90
NB	0.0%	0.83
SB	0.0%	0.75
All	0.4%	0.95

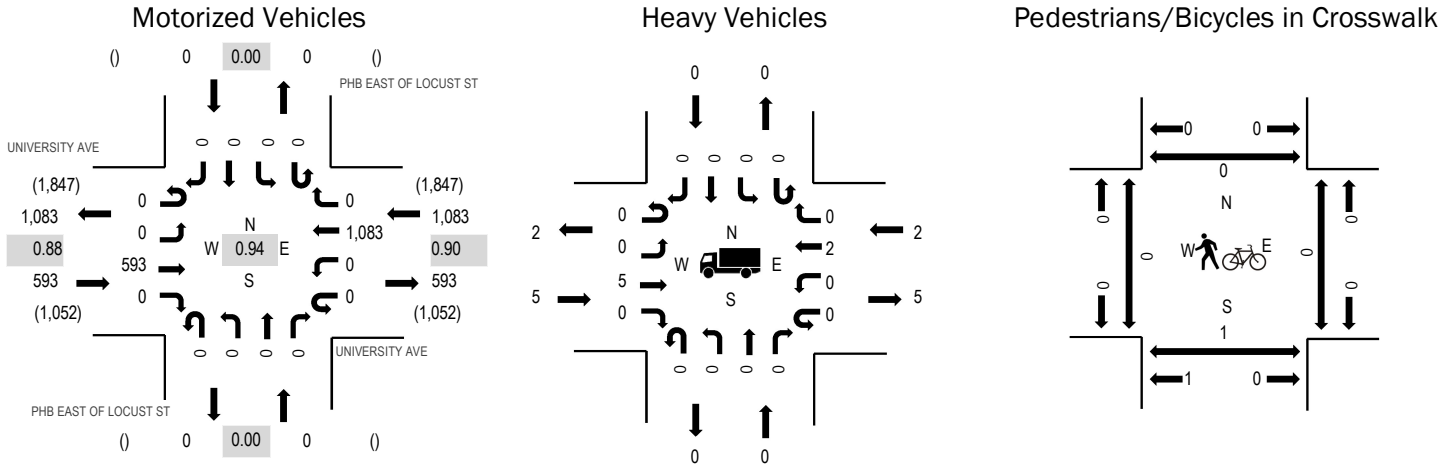
**Traffic Counts - Motorized Vehicles**

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				TRIVIZ DR Northbound			TRIVIZ DR Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	4	81	10	0	6	101	1	0	7	0	10	0	4	0	9	233	1,436
7:15 AM	0	5	85	11	0	1	160	4	0	5	0	7	0	4	0	17	299	1,687
7:30 AM	0	11	104	17	1	15	205	5	0	8	0	14	0	8	1	16	405	1,841
7:45 AM	0	9	117	21	0	19	275	5	0	10	2	8	0	9	2	22	499	1,957
8:00 AM	0	8	155	17	0	20	226	8	0	18	0	6	0	9	2	15	484	1,982
8:15 AM	0	6	126	20	0	22	222	7	0	15	2	11	0	3	1	18	453	
8:30 AM	0	7	112	30	0	50	257	5	0	22	0	10	0	5	0	23	521	
8:45 AM	0	4	125	18	0	31	265	7	0	17	1	18	0	6	5	27	524	
Count Total	0	54	905	144	1	164	1,711	42	0	102	5	84	0	48	11	147	3,418	
Peak Hour	0	25	518	85	0	123	970	27	0	72	3	45	0	23	8	83	1,982	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	1	0	1	7:00 AM	0	0	0	0	0
7:15 AM	1	0	0	0	1	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	1	0	0	0	1	7:30 AM	0	0	0	0	0
7:45 AM	0	0	1	0	1	7:45 AM	0	0	1	0	1	7:45 AM	0	0	0	0	0
8:00 AM	2	0	1	0	3	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:15 AM	2	0	0	0	2	8:15 AM	0	0	1	0	1	8:15 AM	0	1	0	0	1
8:30 AM	0	0	0	0	0	8:30 AM	0	0	1	0	1	8:30 AM	1	0	0	0	1
8:45 AM	1	0	1	0	2	8:45 AM	0	1	0	1	2	8:45 AM	1	0	0	0	1
Count Total	6	0	3	0	9	Count Total	1	1	4	1	7	Count Total	2	1	0	0	3
Peak Hour	5	0	2	0	7	Peak Hour	0	1	2	1	4	Peak Hour	2	1	0	0	3

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.8%	0.88
WB	0.2%	0.90
NB	0.0%	0.00
SB	0.0%	0.00
All	0.4%	0.94

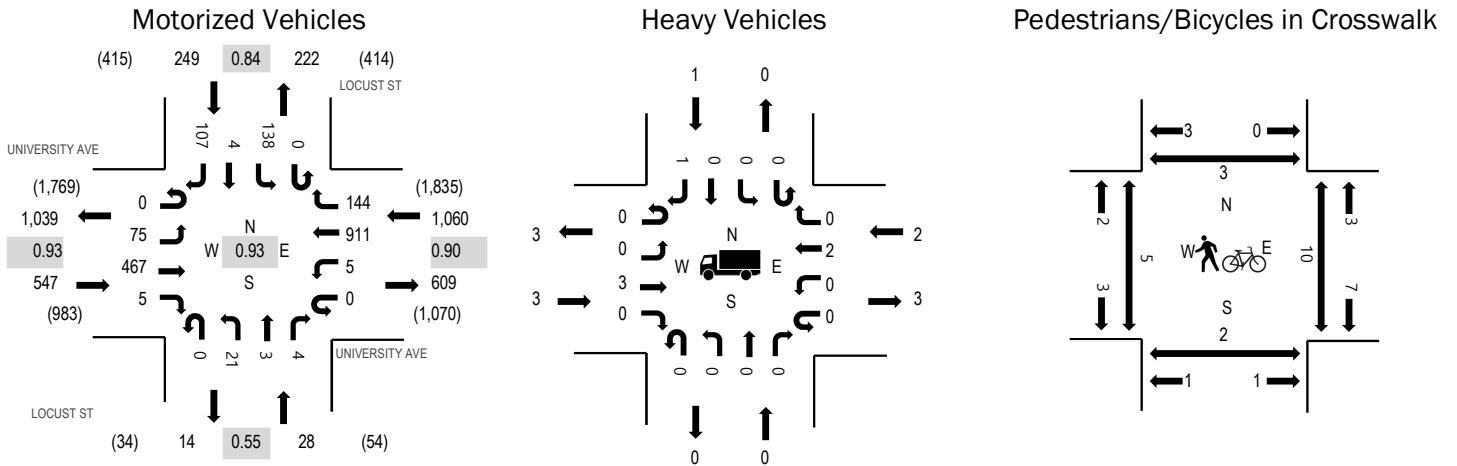
Traffic Counts - Motorized Vehicles

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				PHB EAST OF LOCUST ST Northbound				PHB EAST OF LOCUST ST Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	89	0	0	0	100	0	0	0	0	0	0	0	0	0	189	1,223
7:15 AM	0	0	96	0	0	0	163	0	0	0	0	0	0	0	0	0	259	1,458
7:30 AM	0	0	125	0	0	0	210	0	0	0	0	0	0	0	0	0	335	1,579
7:45 AM	0	0	149	0	0	0	291	0	0	0	0	0	0	0	0	0	440	1,672
8:00 AM	0	0	171	0	0	0	253	0	0	0	0	0	0	0	0	0	424	1,676
8:15 AM	0	0	143	0	0	0	237	0	0	0	0	0	0	0	0	0	380	
8:30 AM	0	0	137	0	0	0	291	0	0	0	0	0	0	0	0	0	428	
8:45 AM	0	0	142	0	0	0	302	0	0	0	0	0	0	0	0	0	444	
Count Total	0	0	1,052	0	0	0	1,847	0	0	0	0	0	0	0	0	0	2,899	
Peak Hour	0	0	593	0	0	0	1,083	0	0	0	0	0	0	0	0	0	1,676	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	1	0	1	7:00 AM	0	0	0	0	0
7:15 AM	1	0	0	0	1	7:15 AM	0	0	0	0	0	7:15 AM	0	1	0	0	1
7:30 AM	0	0	0	0	0	7:30 AM	1	0	0	0	1	7:30 AM	0	0	0	0	0
7:45 AM	0	0	1	0	1	7:45 AM	0	0	1	0	1	7:45 AM	0	0	0	0	0
8:00 AM	2	0	1	0	3	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:15 AM	2	0	0	0	2	8:15 AM	0	0	1	0	1	8:15 AM	0	1	0	0	1
8:30 AM	0	0	0	0	0	8:30 AM	0	0	1	0	1	8:30 AM	0	0	0	0	0
8:45 AM	1	0	1	0	2	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
Count Total	6	0	3	0	9	Count Total	1	0	4	0	5	Count Total	0	2	0	0	2
Peak Hour	5	0	2	0	7	Peak Hour	0	0	2	0	2	Peak Hour	0	1	0	0	1

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.5%	0.93
WB	0.2%	0.90
NB	0.0%	0.55
SB	0.4%	0.84
All	0.3%	0.93

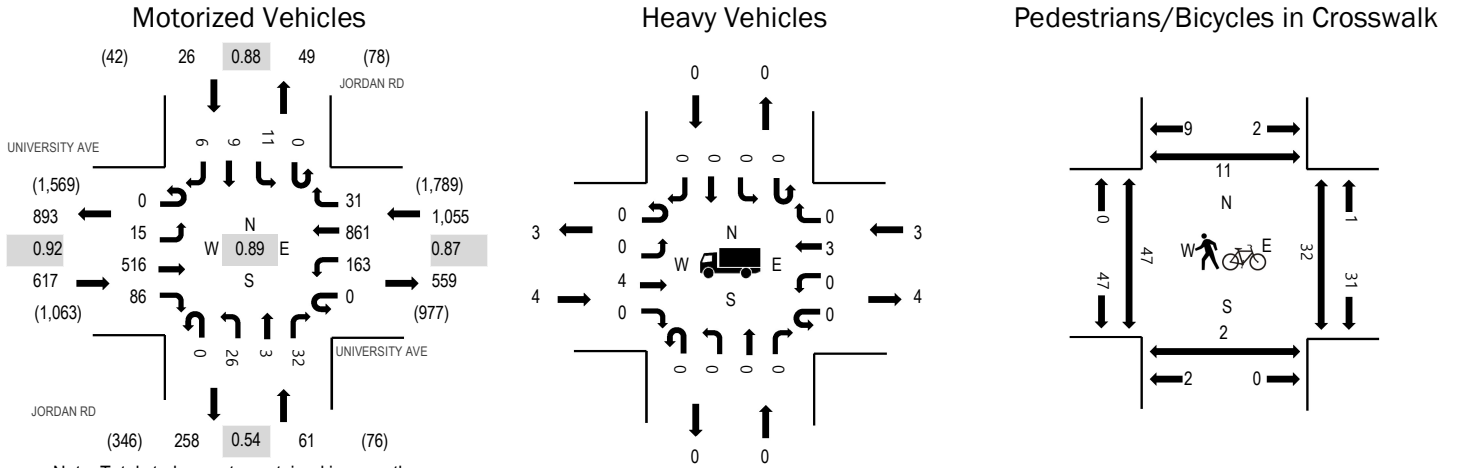
**Traffic Counts - Motorized Vehicles**

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				LOCUST ST Northbound				LOCUST ST Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	8	77	0	0	3	78	18	0	3	0	0	0	12	0	5	204	1,407
7:15 AM	0	15	75	1	0	2	138	36	0	4	1	2	0	20	1	17	312	1,664
7:30 AM	0	23	94	2	0	0	175	31	0	1	1	0	0	40	2	16	385	1,798
<b>7:45 AM</b>	<b>0</b>	<b>19</b>	<b>108</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>248</b>	<b>43</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>2</b>	<b>32</b>	<b>506</b>	<b>1,884</b>
8:00 AM	0	19	131	1	0	2	204	34	0	4	1	1	0	40	1	23	461	1,880
8:15 AM	0	18	116	3	0	2	213	28	0	3	1	3	0	32	1	26	446	
8:30 AM	0	19	112	1	0	1	246	39	0	4	0	0	0	23	0	26	471	
8:45 AM	0	23	116	2	0	6	253	35	0	10	1	3	0	22	1	30	502	
Count Total	0	144	829	10	0	16	1,555	264	0	39	6	9	0	232	8	175	3,287	
Peak Hour	0	75	467	5	0	5	911	144	0	21	3	4	0	138	4	107	1,884	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	1	0	1	7:00 AM	0	0	1	0	1
7:15 AM	1	0	0	0	1	7:15 AM	0	0	0	0	0	7:15 AM	1	2	1	0	4
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	1	0	0	1
<b>7:45 AM</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>7:45 AM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7:45 AM</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>
8:00 AM	2	0	1	0	3	8:00 AM	0	0	0	0	0	8:00 AM	0	0	3	0	3
8:15 AM	1	0	0	0	1	8:15 AM	0	0	0	0	0	8:15 AM	3	2	2	1	8
8:30 AM	0	0	0	1	1	8:30 AM	0	0	2	0	2	8:30 AM	1	0	4	1	6
8:45 AM	1	0	1	0	2	8:45 AM	0	0	0	1	1	8:45 AM	1	0	5	1	7
Count Total	5	0	3	1	9	Count Total	0	0	3	1	4	Count Total	7	5	17	4	33
Peak Hour	3	0	2	1	6	Peak Hour	0	0	2	0	2	Peak Hour	5	2	10	3	20

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.6%	0.92
WB	0.3%	0.87
NB	0.0%	0.54
SB	0.0%	0.88
All	0.4%	0.89

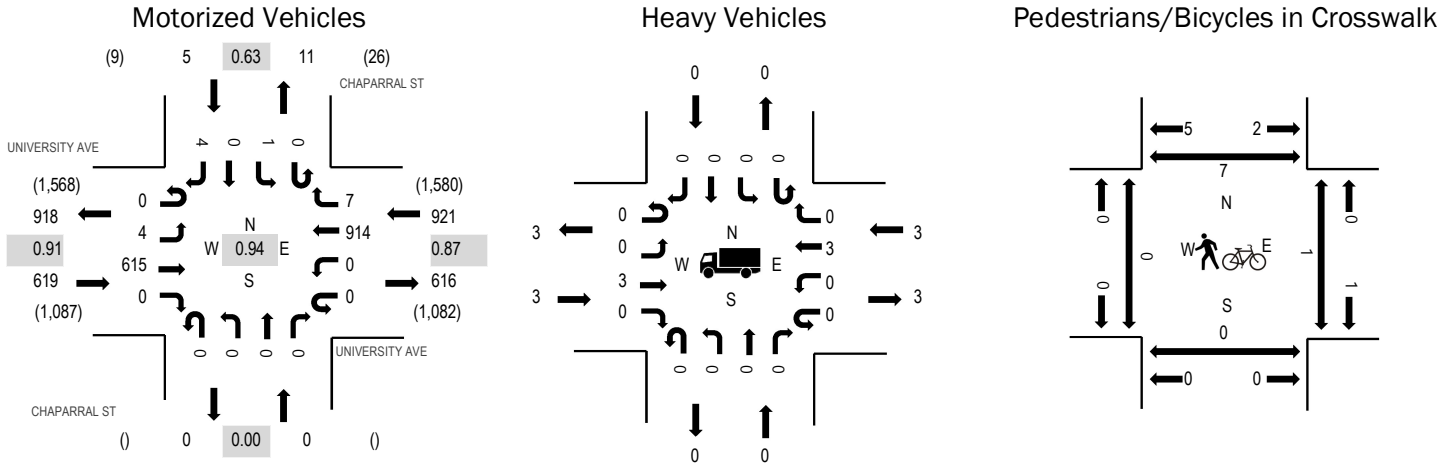
**Traffic Counts - Motorized Vehicles**

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				JORDAN RD Northbound				JORDAN RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	81	4	0	3	82	4	0	2	0	1	0	1	0	0	178	1,211
7:15 AM	0	0	86	9	0	4	153	3	0	0	0	2	0	0	1	0	258	1,450
7:30 AM	0	1	116	6	0	18	171	5	0	3	0	1	0	2	3	2	328	1,612
7:45 AM	0	6	122	15	0	22	260	9	0	2	1	3	0	3	3	1	447	1,714
8:00 AM	0	2	143	22	0	32	197	4	0	5	0	4	0	2	3	3	417	1,759
8:15 AM	0	4	131	15	0	34	216	5	0	3	1	5	0	6	0	0	420	
8:30 AM	0	4	116	26	0	39	218	6	0	6	0	9	0	2	1	3	430	
8:45 AM	0	5	126	23	0	58	230	16	0	12	2	14	0	1	5	0	492	
Count Total	0	22	921	120	0	210	1,527	52	0	33	4	39	0	17	16	9	2,970	
Peak Hour	0	15	516	86	0	163	861	31	0	26	3	32	0	11	9	6	1,759	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	1	0	1	7:00 AM	2	0	1	2	5
7:15 AM	1	0	0	0	1	7:15 AM	0	0	0	0	0	7:15 AM	2	1	0	0	3
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	2	1	2	0	5
7:45 AM	0	0	1	0	1	7:45 AM	0	0	0	0	0	7:45 AM	6	0	0	3	9
8:00 AM	2	0	1	0	3	8:00 AM	0	0	0	1	1	8:00 AM	4	0	3	3	10
8:15 AM	1	0	0	0	1	8:15 AM	0	0	0	0	0	8:15 AM	3	1	3	0	7
8:30 AM	0	0	1	0	1	8:30 AM	0	0	1	0	1	8:30 AM	11	0	5	1	17
8:45 AM	1	0	1	0	2	8:45 AM	0	0	0	0	0	8:45 AM	29	1	21	7	58
Count Total	5	0	4	0	9	Count Total	0	0	2	1	3	Count Total	59	4	35	16	114
Peak Hour	4	0	3	0	7	Peak Hour	0	0	1	1	2	Peak Hour	47	2	32	11	92

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.5%	0.91
WB	0.3%	0.87
NB	0.0%	0.00
SB	0.0%	0.63
All	0.4%	0.94

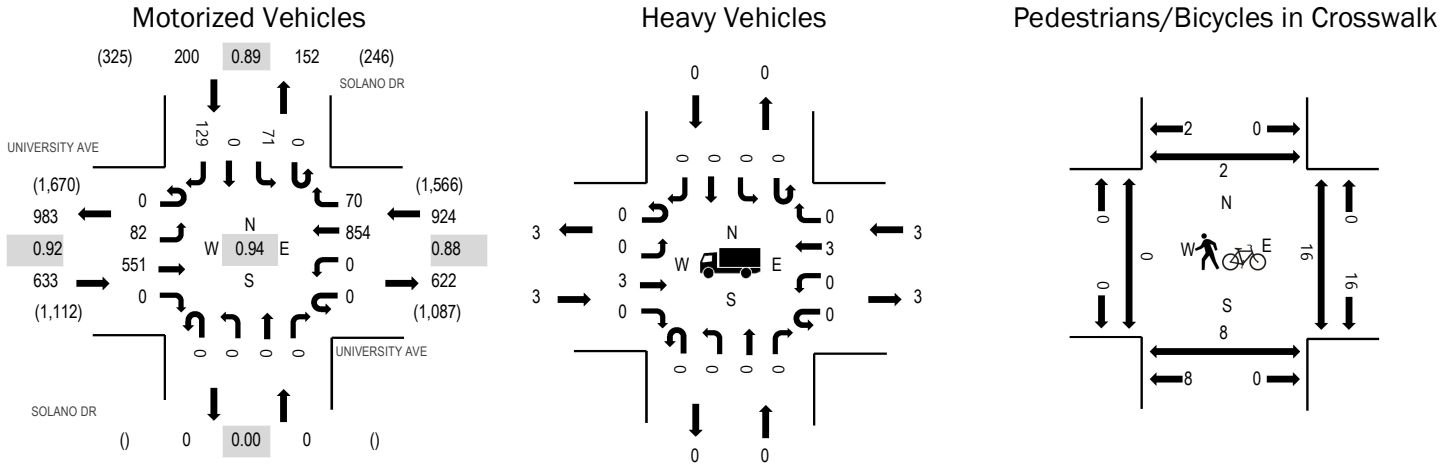
**Traffic Counts - Motorized Vehicles**

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				CHAPARRAL ST Northbound				CHAPARRAL ST Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	85	0	0	0	89	0	0	0	0	0	0	1	0	1	176	1,136
7:15 AM	0	0	99	0	0	0	152	0	0	0	0	0	0	0	0	0	251	1,344
7:30 AM	0	3	120	0	0	0	170	3	0	0	0	0	1	0	0	0	297	1,458
7:45 AM	0	0	145	0	0	0	265	1	0	0	0	0	0	0	0	1	412	1,545
8:00 AM	0	2	173	0	0	0	209	0	0	0	0	0	0	0	0	0	384	1,540
8:15 AM	0	1	147	0	0	0	213	2	0	0	0	0	1	0	1	1	365	
8:30 AM	0	1	150	0	0	0	227	4	0	0	0	0	0	0	0	2	384	
8:45 AM	0	1	160	0	0	0	237	8	0	0	0	0	0	0	0	1	407	
Count Total	0	8	1,079	0	0	0	1,562	18	0	0	0	0	3	0	6	2,676		
Peak Hour	0	4	615	0	0	0	914	7	0	0	0	0	1	0	4	1,545		

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	1	0	1	7:00 AM	0	1	1	0	2
7:15 AM	1	0	0	0	1	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	1	0	0	0	1
7:45 AM	0	0	1	0	1	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	2	2
8:00 AM	2	0	1	0	3	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	3	3
8:15 AM	1	0	0	0	1	8:15 AM	0	0	0	0	0	8:15 AM	0	0	1	1	2
8:30 AM	0	0	1	0	1	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	1	1
8:45 AM	1	0	1	0	2	8:45 AM	0	0	0	0	0	8:45 AM	0	10	1	3	14
Count Total	5	0	4	0	9	Count Total	0	0	1	0	1	Count Total	1	11	3	10	25
Peak Hour	3	0	3	0	6	Peak Hour	0	0	0	0	0	Peak Hour	0	0	1	7	8

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.5%	0.92
WB	0.3%	0.88
NB	0.0%	0.00
SB	0.0%	0.89
All	0.3%	0.94

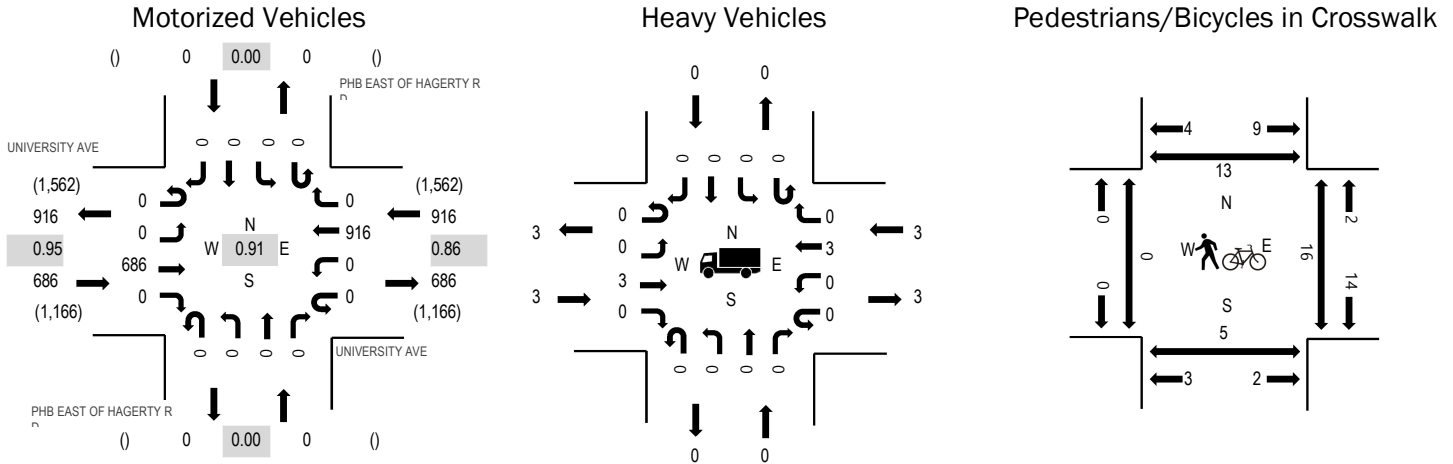
Traffic Counts - Motorized Vehicles

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				SOLANO DR Northbound				SOLANO DR Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	6	73	0	0	0	84	4	0	0	0	0	0	13	0	12	192	1,263
7:15 AM	0	11	92	0	0	0	147	10	0	0	0	0	0	7	0	12	279	1,526
7:30 AM	0	20	110	0	0	0	157	7	0	0	0	0	0	10	0	22	326	1,653
7:45 AM	0	25	130	0	0	0	244	18	0	0	0	0	0	14	0	35	466	1,757
8:00 AM	0	19	157	0	0	0	207	16	0	0	0	0	0	20	0	36	455	1,740
8:15 AM	0	21	126	0	0	0	194	18	0	0	0	0	0	20	0	27	406	
8:30 AM	0	17	138	0	0	0	209	18	0	0	0	0	0	17	0	31	430	
8:45 AM	0	23	144	0	0	0	220	13	0	0	0	0	0	16	0	33	449	
Count Total	0	142	970	0	0	0	1,462	104	0	0	0	0	0	117	0	208	3,003	
Peak Hour	0	82	551	0	0	0	854	70	0	0	0	0	0	71	0	129	1,757	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	1	0	1	7:00 AM	0	1	1	0	2
7:15 AM	1	0	0	0	1	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	2	3	0	5
7:45 AM	0	0	1	0	1	7:45 AM	0	0	0	0	0	7:45 AM	0	1	3	1	5
8:00 AM	2	0	1	0	3	8:00 AM	0	0	0	0	0	8:00 AM	0	2	4	1	7
8:15 AM	1	0	0	0	1	8:15 AM	0	0	0	0	0	8:15 AM	0	0	3	0	3
8:30 AM	0	0	1	0	1	8:30 AM	0	0	0	0	0	8:30 AM	0	5	6	0	11
8:45 AM	0	0	1	1	2	8:45 AM	0	0	0	0	0	8:45 AM	0	25	37	0	62
Count Total	4	0	4	1	9	Count Total	0	0	1	0	1	Count Total	0	36	57	2	95
Peak Hour	3	0	3	0	6	Peak Hour	0	0	0	0	0	Peak Hour	0	8	16	2	26

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.4%	0.95
WB	0.3%	0.86
NB	0.0%	0.00
SB	0.0%	0.00
All	0.4%	0.91

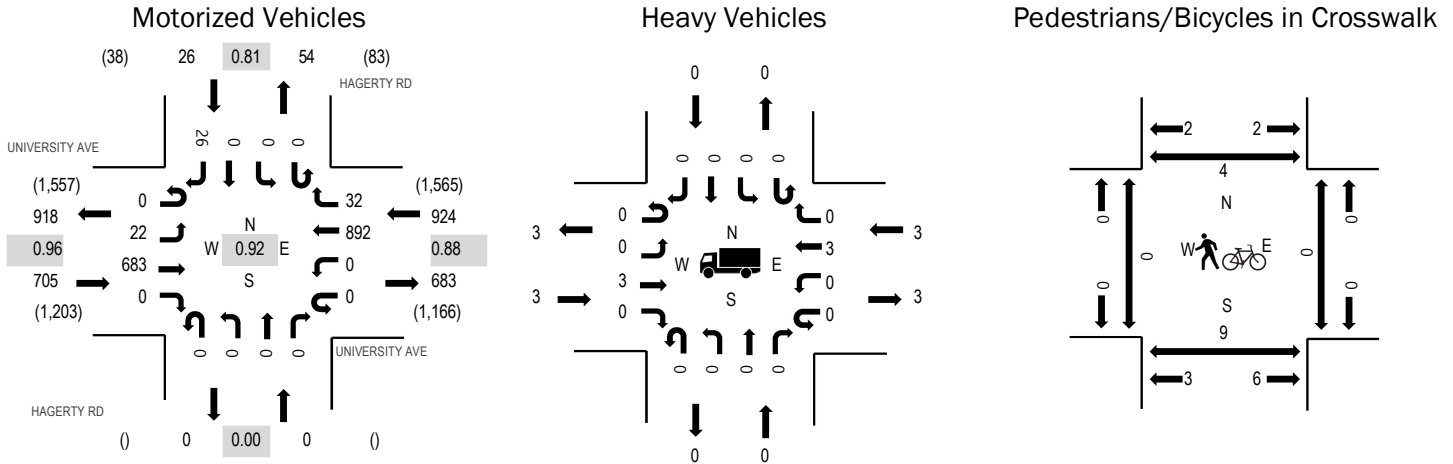
Traffic Counts - Motorized Vehicles

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				PHB EAST OF HAGERTY RD Northbound				PHB EAST OF HAGERTY RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	88	0	0	0	91	0	0	0	0	0	0	0	0	0	179	1,164
7:15 AM	0	0	102	0	0	0	148	0	0	0	0	0	0	0	0	0	250	1,394
7:30 AM	0	0	127	0	0	0	168	0	0	0	0	0	0	0	0	0	295	1,514
7:45 AM	0	0	175	0	0	0	265	0	0	0	0	0	0	0	0	0	440	1,602
8:00 AM	0	0	181	0	0	0	228	0	0	0	0	0	0	0	0	0	409	1,564
8:15 AM	0	0	162	0	0	0	208	0	0	0	0	0	0	0	0	0	370	
8:30 AM	0	0	168	0	0	0	215	0	0	0	0	0	0	0	0	0	383	
8:45 AM	0	0	163	0	0	0	239	0	0	0	0	0	0	0	0	0	402	
Count Total	0	0	1,166	0	0	0	1,562	0	0	0	0	0	0	0	0	0	2,728	
Peak Hour	0	0	686	0	0	0	916	0	0	0	0	0	0	0	0	0	1,602	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	1	0	1	7:00 AM	0	1	0	0	1
7:15 AM	1	0	0	0	1	7:15 AM	0	0	0	0	0	7:15 AM	0	1	0	0	1
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	1	1	0	2
7:45 AM	0	0	1	0	1	7:45 AM	0	0	0	0	0	7:45 AM	0	1	4	5	10
8:00 AM	2	0	0	0	2	8:00 AM	0	0	0	0	0	8:00 AM	0	2	6	6	14
8:15 AM	1	0	1	0	2	8:15 AM	0	0	0	0	0	8:15 AM	0	0	1	1	2
8:30 AM	0	0	1	0	1	8:30 AM	0	0	0	0	0	8:30 AM	0	2	5	1	8
8:45 AM	0	0	1	0	1	8:45 AM	0	0	0	0	0	8:45 AM	0	9	15	14	38
Count Total	4	0	4	0	8	Count Total	0	0	1	0	1	Count Total	0	17	32	27	76
Peak Hour	3	0	3	0	6	Peak Hour	0	0	0	0	0	Peak Hour	0	5	16	13	34

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.4%	0.96
WB	0.3%	0.88
NB	0.0%	0.00
SB	0.0%	0.81
All	0.4%	0.92

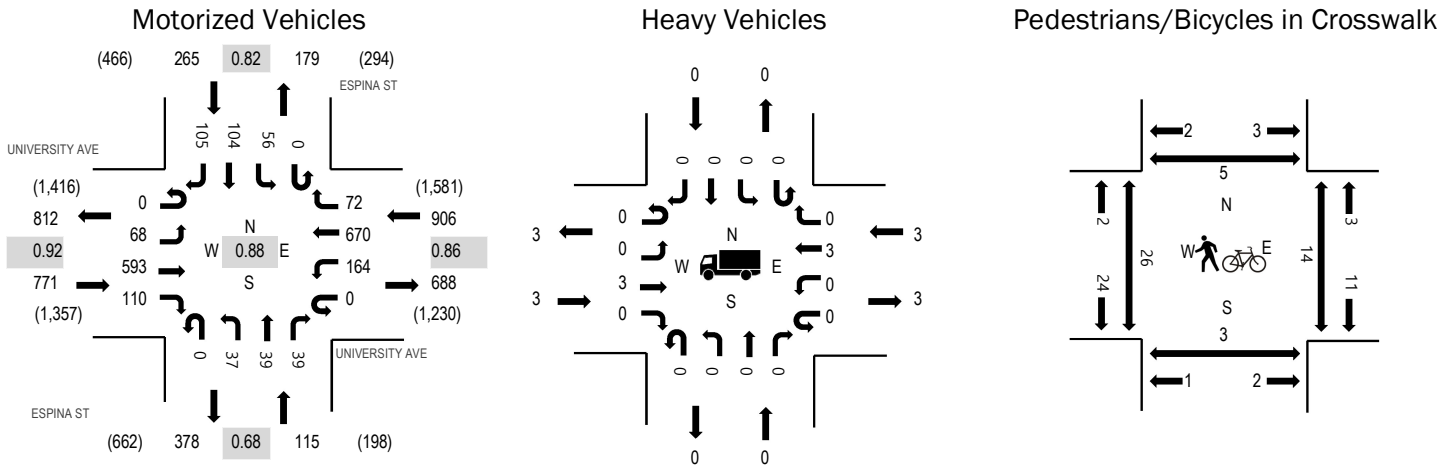
**Traffic Counts - Motorized Vehicles**

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				HAGERTY RD Northbound				HAGERTY RD Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			
7:00 AM	0	3	89	0	0	0	89	3	0	0	0	0	0	0	0	0	3	187	1,193
7:15 AM	0	1	101	0	0	0	145	2	0	0	0	0	0	0	0	0	5	254	1,429
7:30 AM	0	6	128	0	0	0	165	2	0	0	0	0	0	0	0	0	3	304	1,557
7:45 AM	0	4	174	0	0	0	252	10	0	0	0	0	0	0	0	0	8	448	1,655
8:00 AM	0	3	181	0	0	0	230	3	0	0	0	0	0	0	0	0	6	423	1,613
8:15 AM	0	8	160	0	0	0	197	11	0	0	0	0	0	0	0	0	6	382	
8:30 AM	0	7	168	0	0	0	213	8	0	0	0	0	0	0	0	0	6	402	
8:45 AM	0	5	165	0	0	0	228	7	0	0	0	0	0	0	0	0	1	406	
Count Total	0	37	1,166	0	0	0	1,519	46	0	0	0	0	0	0	0	0	38	2,806	
Peak Hour	0	22	683	0	0	0	892	32	0	0	0	0	0	0	0	0	26	1,655	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	1	0	0	1
7:15 AM	1	0	0	0	1	7:15 AM	0	0	0	0	0	7:15 AM	0	1	0	0	1
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	1	0	0	1
7:45 AM	0	0	1	0	1	7:45 AM	0	0	1	0	1	7:45 AM	0	3	0	0	3
8:00 AM	2	0	0	0	2	8:00 AM	0	0	0	0	0	8:00 AM	0	3	0	3	6
8:15 AM	1	0	1	0	2	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:30 AM	0	0	1	0	1	8:30 AM	0	0	0	0	0	8:30 AM	0	3	0	1	4
8:45 AM	0	0	1	0	1	8:45 AM	0	0	0	0	0	8:45 AM	1	10	1	5	17
Count Total	4	0	4	0	8	Count Total	0	0	1	0	1	Count Total	1	22	1	9	33
Peak Hour	3	0	3	0	6	Peak Hour	0	0	1	0	1	Peak Hour	0	9	0	4	13

### Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.4%	0.92
WB	0.3%	0.86
NB	0.0%	0.68
SB	0.0%	0.82
All	0.3%	0.88

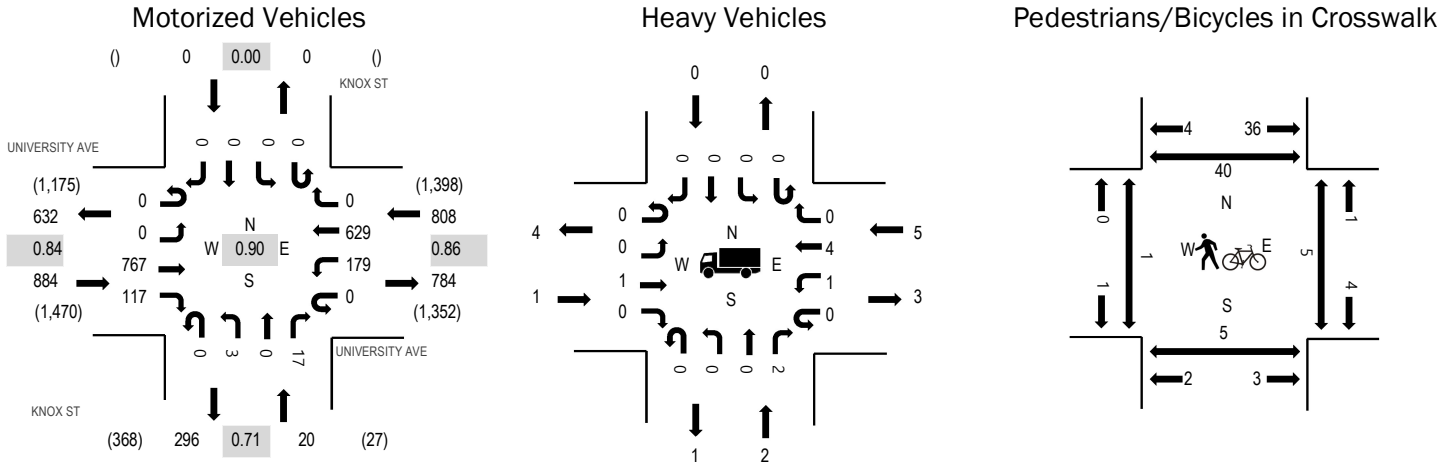
### Traffic Counts - Motorized Vehicles

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				ESPINA ST Northbound			ESPINA ST Southbound			Total	Rolling Hour		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left			Thru	Right
7:00 AM	0	5	78	7	0	24	72	13	0	2	1	3	0	13	9	7	234	1,584
7:15 AM	0	8	105	21	0	27	106	13	0	6	1	5	0	7	10	15	324	1,833
7:30 AM	0	10	132	19	0	28	165	12	0	6	6	5	0	19	19	21	442	1,974
7:45 AM	0	18	155	36	0	48	186	29	0	15	9	9	0	19	37	23	584	2,057
8:00 AM	0	12	156	21	0	32	159	20	0	5	9	13	0	13	21	22	483	2,018
8:15 AM	0	23	148	27	0	29	155	8	0	9	9	5	0	12	19	21	465	
8:30 AM	0	15	134	26	0	55	170	15	0	8	12	12	0	12	27	39	525	
8:45 AM	0	16	143	42	0	34	166	15	0	15	15	18	0	14	44	23	545	
Count Total	0	107	1,051	199	0	277	1,179	125	0	66	62	70	0	109	186	171	3,602	
Peak Hour	0	68	593	110	0	164	670	72	0	37	39	39	0	56	104	105	2,057	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	1	0	1	7:00 AM	1	1	0	0	2
7:15 AM	1	0	0	0	1	7:15 AM	0	0	0	1	1	7:15 AM	3	0	0	0	3
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	4	1	1	2	8
7:45 AM	0	0	1	0	1	7:45 AM	1	0	0	0	1	7:45 AM	2	1	3	1	7
8:00 AM	3	0	1	0	4	8:00 AM	0	0	0	0	0	8:00 AM	2	0	2	2	6
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0	8:15 AM	8	0	6	2	16
8:30 AM	0	0	1	0	1	8:30 AM	0	0	0	1	1	8:30 AM	14	2	3	0	19
8:45 AM	0	2	1	0	3	8:45 AM	0	0	0	0	0	8:45 AM	20	2	10	3	35
Count Total	4	2	4	0	10	Count Total	1	0	1	2	4	Count Total	54	7	25	10	96
Peak Hour	3	0	3	0	6	Peak Hour	1	0	0	1	2	Peak Hour	26	3	14	5	48

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.1%	0.84
WB	0.6%	0.86
NB	10.0%	0.71
SB	0.0%	0.00
All	0.5%	0.90

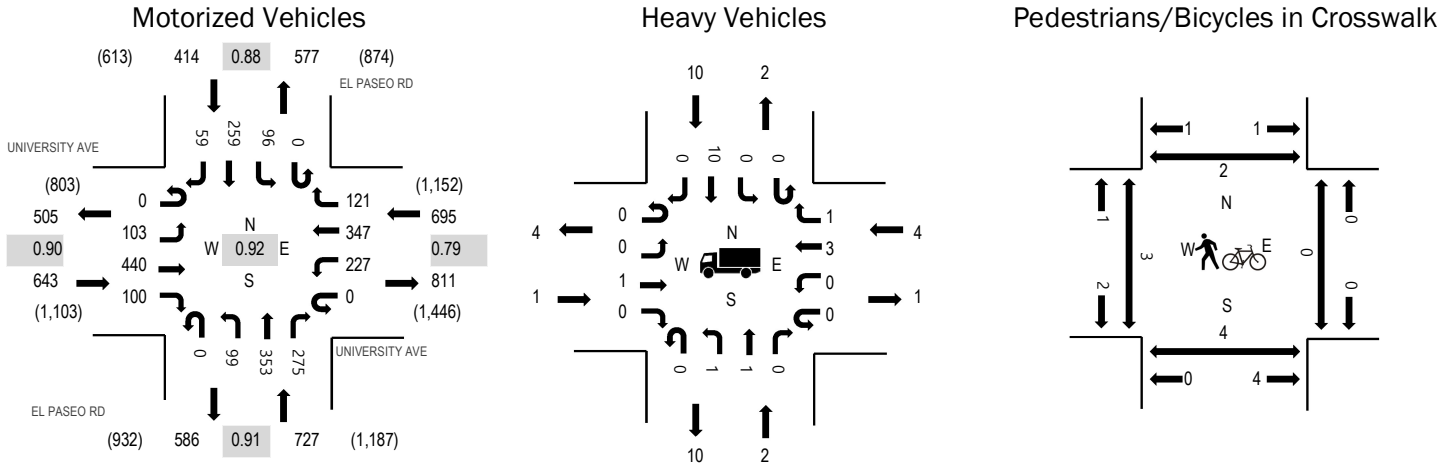
**Traffic Counts - Motorized Vehicles**

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				KNOX ST Northbound				KNOX ST Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	86	4	0	5	64	0	0	0	0	0	0	0	0	0	159	1,183
7:15 AM	0	0	115	5	0	13	107	0	0	0	0	0	0	0	0	0	240	1,413
7:30 AM	0	0	164	6	0	10	147	0	0	2	0	4	0	0	0	0	333	1,569
7:45 AM	0	0	198	8	0	21	223	0	0	0	0	1	0	0	0	0	451	1,685
8:00 AM	0	0	195	4	0	15	173	0	0	0	0	2	0	0	0	0	389	1,712
8:15 AM	0	0	176	19	0	31	163	0	0	1	0	6	0	0	0	0	396	
8:30 AM	0	0	192	36	0	68	149	0	0	1	0	3	0	0	0	0	449	
8:45 AM	0	0	204	58	0	65	144	0	0	1	0	6	0	0	0	0	478	
Count Total	0	0	1,330	140	0	228	1,170	0	0	5	0	22	0	0	0	0	2,895	
Peak Hour	0	0	767	117	0	179	629	0	0	3	0	17	0	0	0	0	1,712	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	1	1	2
7:15 AM	1	0	0	0	1	7:15 AM	0	0	0	0	0	7:15 AM	1	2	1	1	5
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	1	0	5	6
7:45 AM	0	0	1	0	1	7:45 AM	0	0	0	0	0	7:45 AM	0	1	0	1	2
8:00 AM	1	1	0	0	2	8:00 AM	0	0	0	0	0	8:00 AM	1	1	3	3	8
8:15 AM	0	1	1	0	2	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	5	5
8:30 AM	0	0	1	0	1	8:30 AM	0	0	0	0	0	8:30 AM	0	2	0	5	7
8:45 AM	0	0	3	0	3	8:45 AM	1	0	0	0	1	8:45 AM	0	2	2	27	31
Count Total	2	2	6	0	10	Count Total	1	0	0	0	1	Count Total	2	9	7	48	66
Peak Hour	1	2	5	0	8	Peak Hour	1	0	0	0	1	Peak Hour	1	5	5	40	51

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.2%	0.90
WB	0.6%	0.79
NB	0.3%	0.91
SB	2.4%	0.88
All	0.7%	0.92

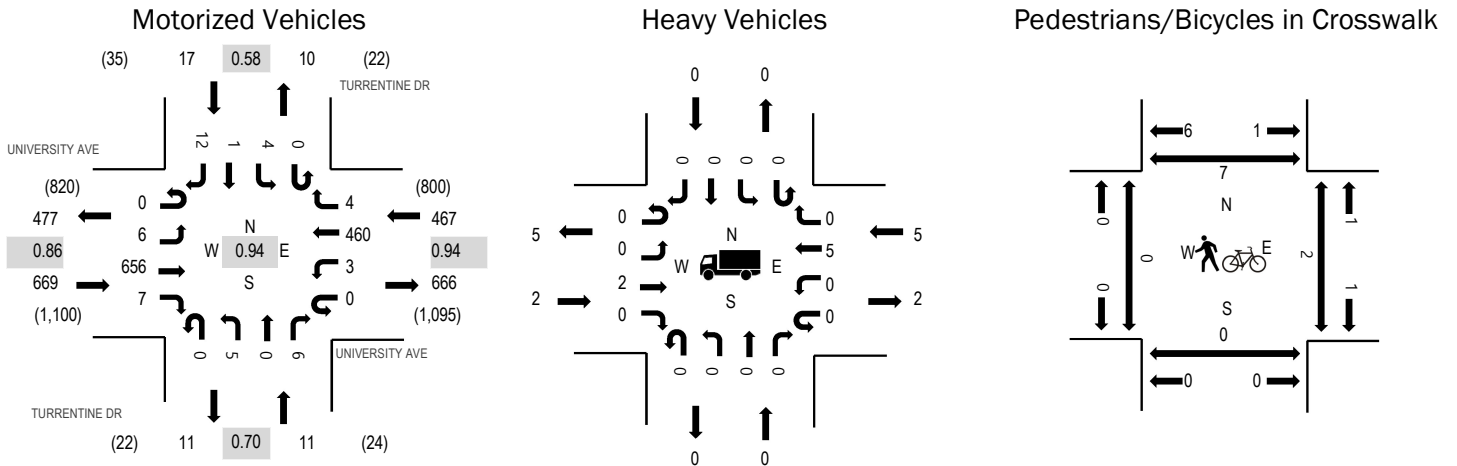
**Traffic Counts - Motorized Vehicles**

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				EL PASEO RD Northbound				EL PASEO RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	12	49	12	0	23	34	8	0	8	25	46	0	10	12	3	242	1,698
7:15 AM	0	16	64	6	0	42	49	12	0	12	37	41	0	13	22	3	317	2,057
7:30 AM	0	13	77	24	0	68	67	18	0	23	56	81	0	11	24	4	466	2,361
7:45 AM	0	27	102	25	0	88	100	31	0	17	84	88	0	22	80	9	673	2,479
8:00 AM	0	21	91	27	0	58	80	32	0	35	102	68	0	25	51	11	601	2,357
8:15 AM	0	32	117	26	0	33	86	34	0	25	107	63	0	22	59	17	621	
8:30 AM	0	23	130	22	0	48	81	24	0	22	60	56	0	27	69	22	584	
8:45 AM	0	16	147	24	0	45	72	19	0	12	65	54	0	42	44	11	551	
Count Total	0	160	777	166	0	405	569	178	0	154	536	497	0	172	361	80	4,055	
Peak Hour	0	103	440	100	0	227	347	121	0	99	353	275	0	96	259	59	2,479	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:15 AM	1	1	0	1	3	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	1	1
7:30 AM	0	0	0	1	1	7:30 AM	0	0	0	0	0	7:30 AM	0	1	1	0	2
7:45 AM	0	0	0	4	4	7:45 AM	0	0	0	0	0	7:45 AM	0	1	0	0	1
8:00 AM	1	1	0	1	3	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	2	2
8:15 AM	0	1	1	2	4	8:15 AM	0	0	0	0	0	8:15 AM	1	0	0	0	1
8:30 AM	0	0	3	3	6	8:30 AM	0	0	0	0	0	8:30 AM	2	3	0	0	5
8:45 AM	1	1	0	2	4	8:45 AM	0	0	0	0	0	8:45 AM	0	1	0	1	2
Count Total	3	4	4	14	25	Count Total	0	0	0	0	0	Count Total	3	6	1	4	14
Peak Hour	1	2	4	10	17	Peak Hour	0	0	0	0	0	Peak Hour	3	4	0	2	9

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.3%	0.86
WB	1.1%	0.94
NB	0.0%	0.70
SB	0.0%	0.58
All	0.6%	0.94

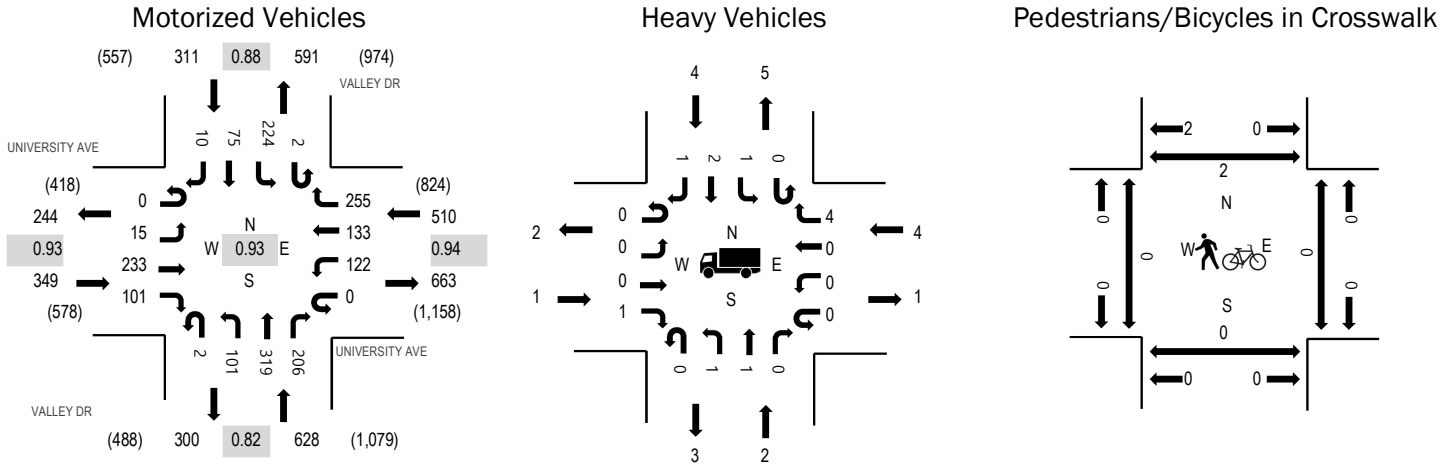
Traffic Counts - Motorized Vehicles

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				TURRENTINE DR Northbound				TURRENTINE DR Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	2	69	0	0	1	43	2	0	0	0	3	0	0	0	1	121	795
7:15 AM	0	0	79	2	0	0	68	0	0	3	0	2	0	3	0	4	161	946
7:30 AM	0	3	114	3	0	2	95	0	0	1	0	0	0	3	0	3	224	1,095
7:45 AM	0	3	154	2	0	1	119	2	0	3	0	1	0	1	0	3	289	1,161
8:00 AM	0	1	133	0	0	0	129	3	0	4	0	0	0	1	0	1	272	1,164
8:15 AM	0	3	169	3	0	1	122	0	0	1	0	2	0	1	0	8	310	
8:30 AM	0	2	162	1	0	2	119	0	0	0	0	2	0	1	0	1	290	
8:45 AM	0	0	192	3	0	0	90	1	0	0	0	2	0	1	1	2	292	
Count Total	0	14	1,072	14	0	7	785	8	0	12	0	12	0	11	1	23	1,959	
Peak Hour	0	6	656	7	0	3	460	4	0	5	0	6	0	4	1	12	1,164	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	1	2	3
7:15 AM	1	0	0	0	1	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	2	2
7:30 AM	0	0	0	0	0	7:30 AM	1	0	0	0	1	7:30 AM	0	0	1	2	3
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	0	0	1	1	2
8:00 AM	1	0	1	0	2	8:00 AM	0	0	0	0	0	8:00 AM	0	0	1	2	3
8:15 AM	0	0	1	0	1	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	1	1
8:30 AM	0	0	2	0	2	8:30 AM	0	0	0	1	1	8:30 AM	0	0	0	1	1
8:45 AM	1	0	1	0	2	8:45 AM	0	0	0	0	0	8:45 AM	0	0	1	3	4
Count Total	3	0	5	0	8	Count Total	1	0	0	1	2	Count Total	0	0	5	14	19
Peak Hour	2	0	5	0	7	Peak Hour	0	0	0	1	1	Peak Hour	0	0	2	7	9

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.3%	0.93
WB	0.8%	0.94
NB	0.3%	0.82
SB	1.3%	0.88
All	0.6%	0.93

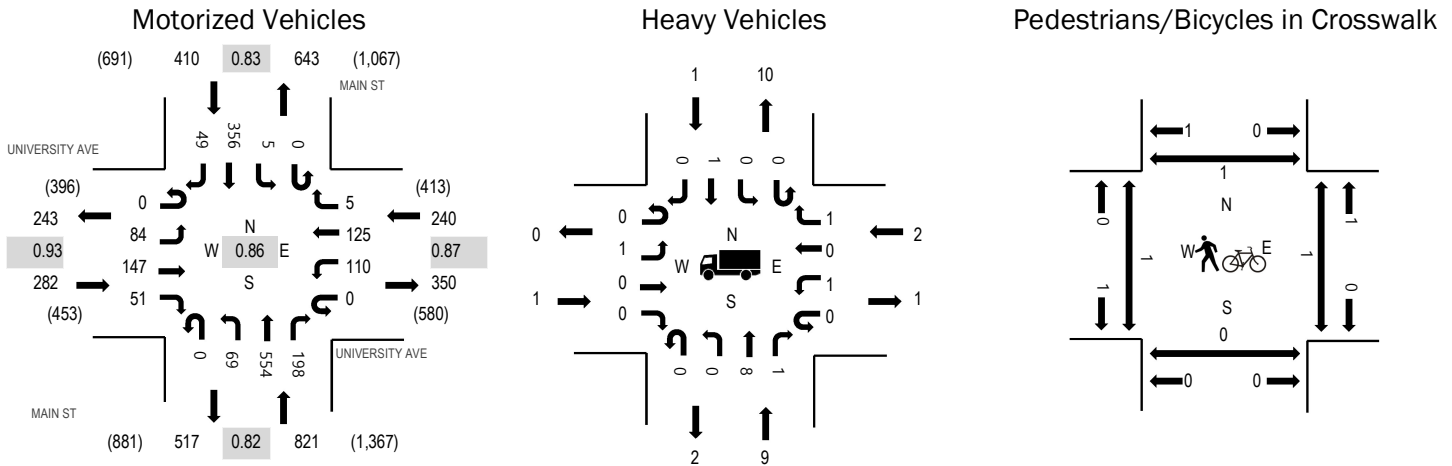
**Traffic Counts - Motorized Vehicles**

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				VALLEY DR Northbound				VALLEY DR Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	1	25	10	0	7	9	27	0	11	29	17	0	27	13	1	177	1,282
7:15 AM	0	4	29	10	0	21	20	39	0	25	46	32	0	30	13	3	272	1,555
7:30 AM	0	2	36	17	0	32	29	40	0	27	64	39	0	47	14	4	351	1,731
7:45 AM	0	4	55	31	0	31	30	63	0	38	95	61	0	52	16	6	482	1,798
8:00 AM	0	4	48	39	0	32	29	74	0	28	82	45	0	53	15	1	450	1,756
8:15 AM	0	2	69	22	0	31	35	55	1	23	74	56	1	55	22	2	448	
8:30 AM	0	5	61	9	0	28	39	63	1	12	68	44	1	64	22	1	418	
8:45 AM	0	7	71	17	0	14	22	54	0	18	70	73	0	69	20	5	440	
Count Total	0	29	394	155	0	196	213	415	2	182	528	367	2	397	135	23	3,038	
Peak Hour	0	15	233	101	0	122	133	255	2	101	319	206	2	224	75	10	1,798	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	1	0	0	0	1	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:15 AM	1	0	0	0	1	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:30 AM	0	1	0	2	3	7:30 AM	1	0	0	0	1	7:30 AM	0	0	0	0	0
7:45 AM	1	1	0	1	3	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	1	1
8:00 AM	0	0	1	1	2	8:00 AM	1	0	0	0	1	8:00 AM	0	0	0	0	0
8:15 AM	0	1	0	2	3	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	1	1
8:30 AM	0	0	3	0	3	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:45 AM	0	2	1	1	4	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	2	2
Count Total	3	5	5	7	20	Count Total	2	0	0	0	2	Count Total	0	0	0	4	4
Peak Hour	1	2	4	4	11	Peak Hour	1	0	0	0	1	Peak Hour	0	0	0	2	2

### Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.4%	0.93
WB	0.8%	0.87
NB	1.1%	0.82
SB	0.2%	0.83
All	0.7%	0.86

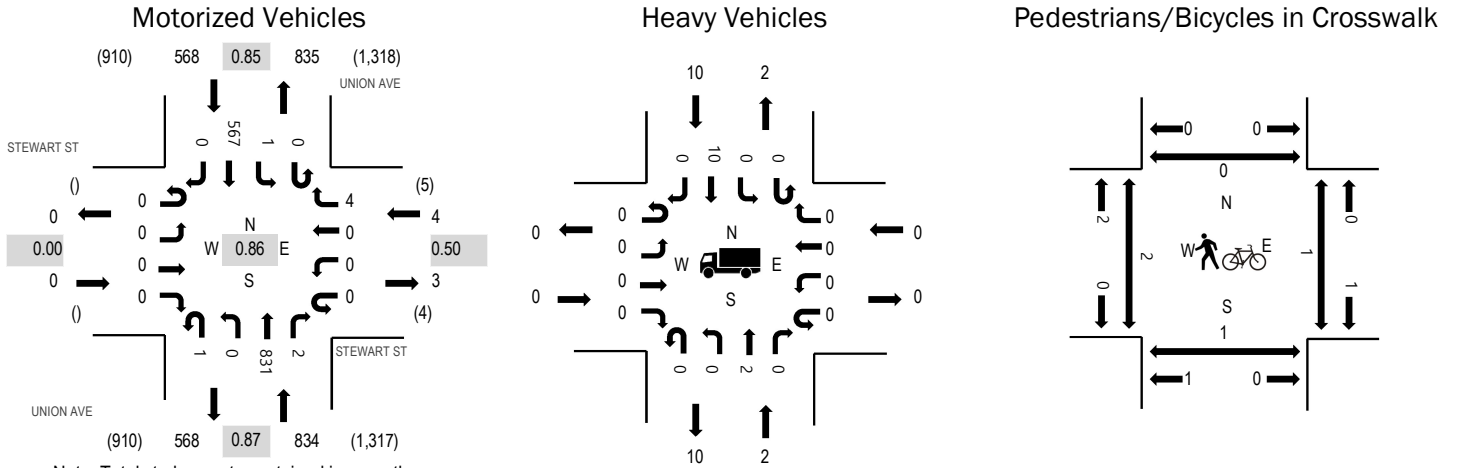
### Traffic Counts - Motorized Vehicles

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				MAIN ST Northbound			MAIN ST Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	5	10	1	0	9	13	0	0	5	70	23	0	2	34	3	175	1,276
7:15 AM	0	5	22	8	0	27	20	1	0	4	85	24	0	1	46	2	245	1,540
7:30 AM	0	9	24	8	0	30	26	1	0	6	118	27	0	2	86	7	344	1,726
7:45 AM	0	19	33	15	0	38	29	2	0	10	178	62	0	0	119	7	512	1,753
8:00 AM	0	28	37	10	0	28	32	0	0	17	136	54	0	0	81	16	439	1,648
8:15 AM	0	18	38	7	0	25	26	3	0	15	146	53	0	4	80	16	431	
8:30 AM	0	19	39	19	0	19	38	0	0	27	94	29	0	1	76	10	371	
8:45 AM	0	15	45	19	1	15	29	1	0	22	114	48	0	1	81	16	407	
Count Total	0	118	248	87	1	191	213	8	0	106	941	320	0	11	603	77	2,924	
Peak Hour	0	84	147	51	0	110	125	5	0	69	554	198	0	5	356	49	1,753	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	1	0	0	1	7:00 AM	0	0	1	0	1	7:00 AM	0	0	1	0	1
7:15 AM	0	3	0	0	3	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:30 AM	0	3	1	0	4	7:30 AM	1	1	0	0	2	7:30 AM	0	0	0	0	0
7:45 AM	0	2	0	0	2	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
8:00 AM	0	1	0	0	1	8:00 AM	1	0	0	0	1	8:00 AM	0	0	0	1	1
8:15 AM	1	3	2	0	6	8:15 AM	0	0	0	0	0	8:15 AM	1	0	0	0	1
8:30 AM	0	3	0	1	4	8:30 AM	0	0	0	0	0	8:30 AM	0	0	1	0	1
8:45 AM	0	2	0	0	2	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	2	2
Count Total	1	18	3	1	23	Count Total	2	1	1	0	4	Count Total	1	0	2	3	6
Peak Hour	1	9	2	1	13	Peak Hour	1	0	0	0	1	Peak Hour	1	0	1	1	3

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.50
NB	0.2%	0.87
SB	1.8%	0.85
All	0.9%	0.86

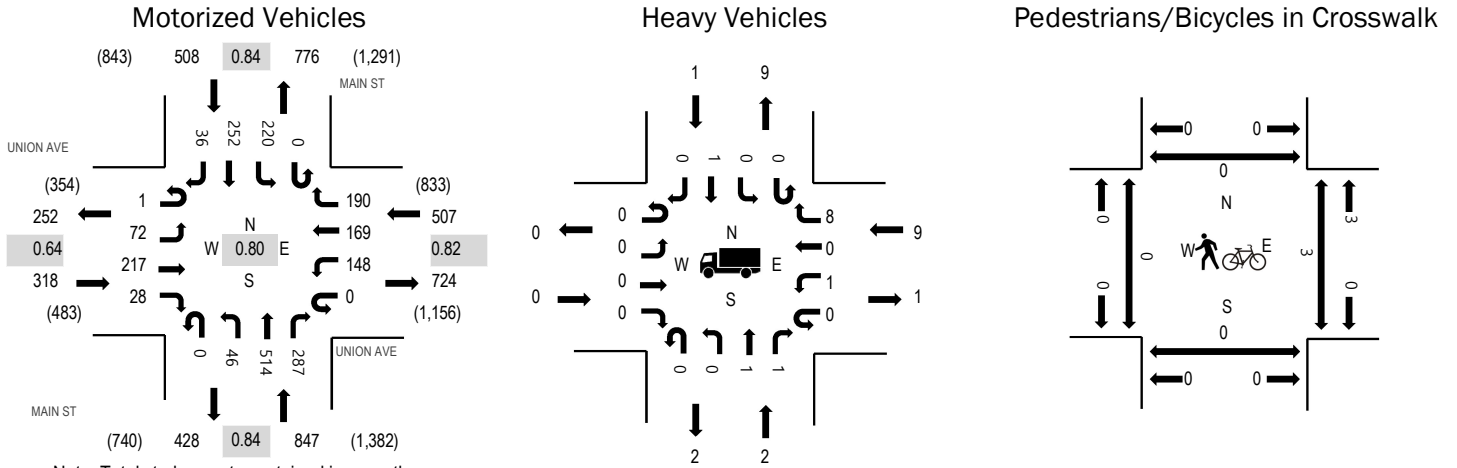
**Traffic Counts - Motorized Vehicles**

Interval Start Time	STEWART ST Eastbound				STEWART ST Westbound				UNION AVE Northbound			UNION AVE Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	0	0	0	1	0	0	0	0	0	92	0	0	0	58	0	151	1,087
7:15 AM	0	0	0	0	0	0	0	0	0	0	117	0	0	0	73	0	190	1,283
7:30 AM	0	0	0	0	0	0	0	0	0	0	192	0	0	0	145	0	337	1,406
7:45 AM	0	0	0	0	0	0	0	1	0	0	241	0	0	0	167	0	409	1,321
8:00 AM	0	0	0	0	0	0	0	1	1	0	210	0	0	0	135	0	347	1,145
8:15 AM	0	0	0	0	0	0	0	2	0	0	188	2	0	1	120	0	313	
8:30 AM	0	0	0	0	0	0	0	0	0	0	144	0	0	0	108	0	252	
8:45 AM	0	0	0	0	0	0	0	0	0	0	130	0	0	0	103	0	233	
Count Total	0	0	0	0	1	0	0	4	1	0	1,314	2	0	1	909	0	2,232	
Peak Hour	0	0	0	0	0	0	0	4	1	0	831	2	0	1	567	0	1,406	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	4	0	4
7:15 AM	0	2	0	1	3	7:15 AM	0	0	0	0	0	7:15 AM	0	0	3	0	3
7:30 AM	0	0	0	2	2	7:30 AM	0	0	0	0	0	7:30 AM	1	0	0	0	1
7:45 AM	0	0	0	3	3	7:45 AM	0	0	0	0	0	7:45 AM	0	1	0	0	1
8:00 AM	0	1	0	3	4	8:00 AM	0	0	0	0	0	8:00 AM	1	0	1	0	2
8:15 AM	0	1	0	2	3	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:30 AM	0	1	0	2	3	8:30 AM	0	0	0	0	0	8:30 AM	1	0	0	0	1
8:45 AM	0	0	0	3	3	8:45 AM	0	0	0	0	0	8:45 AM	0	0	3	0	3
Count Total	0	5	0	16	21	Count Total	0	0	0	0	0	Count Total	3	1	11	0	15
Peak Hour	0	2	0	10	12	Peak Hour	0	0	0	0	0	Peak Hour	2	1	1	0	4

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.64
WB	1.8%	0.82
NB	0.2%	0.84
SB	0.2%	0.84
All	0.6%	0.80

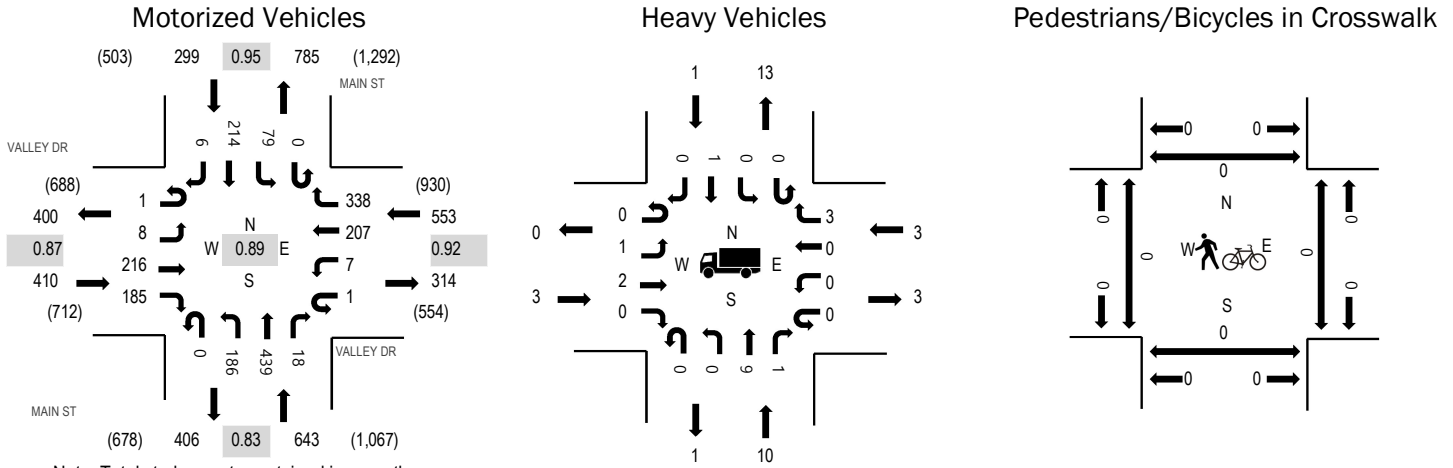
**Traffic Counts - Motorized Vehicles**

Interval Start Time	UNION AVE Eastbound				UNION AVE Westbound				MAIN ST Northbound			MAIN ST Southbound			Total	Rolling Hour		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left			Thru	Right
7:00 AM	0	3	20	1	0	19	13	21	0	4	77	37	0	15	29	3	242	1,710
7:15 AM	0	11	20	1	0	36	18	30	0	5	84	37	0	18	44	11	315	2,031
7:30 AM	0	14	45	6	0	27	54	42	0	11	104	57	0	35	63	13	471	2,180
7:45 AM	1	30	84	10	0	47	52	55	0	17	153	81	0	70	70	12	682	2,111
8:00 AM	0	18	51	9	0	39	38	47	0	5	144	72	0	69	64	7	563	1,831
8:15 AM	0	10	37	3	0	35	25	46	0	13	113	77	0	46	55	4	464	
8:30 AM	0	8	33	7	0	36	13	43	0	7	98	49	0	46	56	6	402	
8:45 AM	0	5	48	8	0	32	18	47	0	1	88	48	0	61	43	3	402	
Count Total	1	99	338	45	0	271	231	331	0	63	861	458	0	360	424	59	3,541	
Peak Hour	1	72	217	28	0	148	169	190	0	46	514	287	0	220	252	36	2,180	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	1	1	0	2	7:00 AM	0	0	0	0	0	7:00 AM	0	2	0	1	3
7:15 AM	0	0	1	0	1	7:15 AM	0	0	0	0	0	7:15 AM	0	3	0	0	3
7:30 AM	0	1	3	1	5	7:30 AM	0	0	0	0	0	7:30 AM	0	0	2	0	2
7:45 AM	0	1	2	0	3	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
8:00 AM	0	0	1	0	1	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:15 AM	0	0	3	0	3	8:15 AM	0	0	0	0	0	8:15 AM	0	0	1	0	1
8:30 AM	0	2	2	1	5	8:30 AM	1	0	0	0	1	8:30 AM	0	1	0	0	1
8:45 AM	0	0	1	1	2	8:45 AM	0	0	1	0	1	8:45 AM	0	1	0	0	1
Count Total	0	5	14	3	22	Count Total	1	0	1	0	2	Count Total	0	7	3	1	11
Peak Hour	0	2	9	1	12	Peak Hour	0	0	0	0	0	Peak Hour	0	0	3	0	3

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.7%	0.87
WB	0.5%	0.92
NB	1.6%	0.83
SB	0.3%	0.95
All	0.9%	0.89

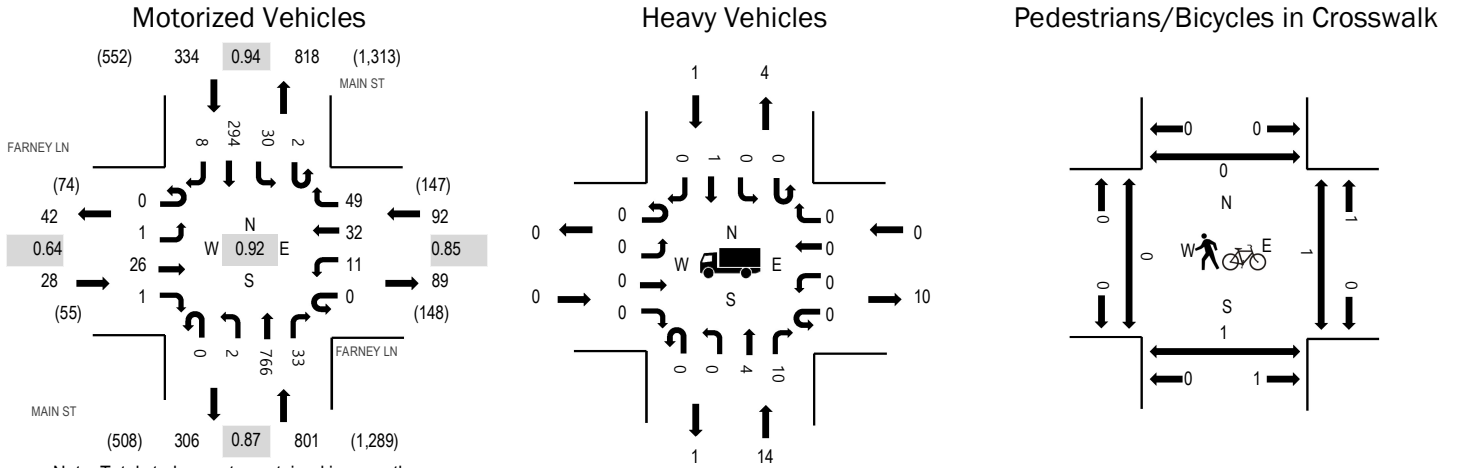
**Traffic Counts - Motorized Vehicles**

Interval Start Time	VALLEY DR Eastbound				VALLEY DR Westbound				MAIN ST Northbound			MAIN ST Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	1	27	14	0	3	26	31	0	25	48	2	0	9	23	1	210	1,407
7:15 AM	0	1	35	28	0	1	34	43	0	33	58	0	0	12	19	0	264	1,671
7:30 AM	0	1	49	37	0	1	35	81	0	36	85	7	0	8	55	1	396	1,867
<b>7:45 AM</b>	<b>0</b>	<b>2</b>	<b>49</b>	<b>67</b>	<b>1</b>	<b>1</b>	<b>53</b>	<b>95</b>	<b>0</b>	<b>49</b>	<b>139</b>	<b>11</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>0</b>	<b>537</b>	<b>1,905</b>
8:00 AM	0	2	52	40	0	2	50	90	0	51	113	0	0	17	56	1	474	1,805
8:15 AM	0	2	49	42	0	1	45	79	0	48	117	2	0	21	51	3	460	
8:30 AM	1	2	66	36	0	3	59	74	0	38	70	5	0	27	51	2	434	
8:45 AM	0	2	66	41	1	0	46	75	0	49	81	0	0	24	50	2	437	
Count Total	1	13	393	305	2	12	348	568	0	329	711	27	0	132	361	10	3,212	
Peak Hour	1	8	216	185	1	7	207	338	0	186	439	18	0	79	214	6	1,905	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:15 AM	0	2	1	0	3	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:30 AM	2	3	0	0	5	7:30 AM	0	0	0	0	0	7:30 AM	0	0	2	0	2
<b>7:45 AM</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>7:45 AM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7:45 AM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
8:00 AM	2	1	1	0	4	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:15 AM	0	5	1	0	6	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:30 AM	0	3	0	1	4	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:45 AM	0	2	2	1	5	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
Count Total	5	17	6	2	30	Count Total	0	0	0	0	0	Count Total	0	0	2	0	2
Peak Hour	3	10	3	1	17	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

**Peak Hour**



	HV%	PHF
EB	0.0%	0.64
WB	0.0%	0.85
NB	1.7%	0.87
SB	0.3%	0.94
All	1.2%	0.92

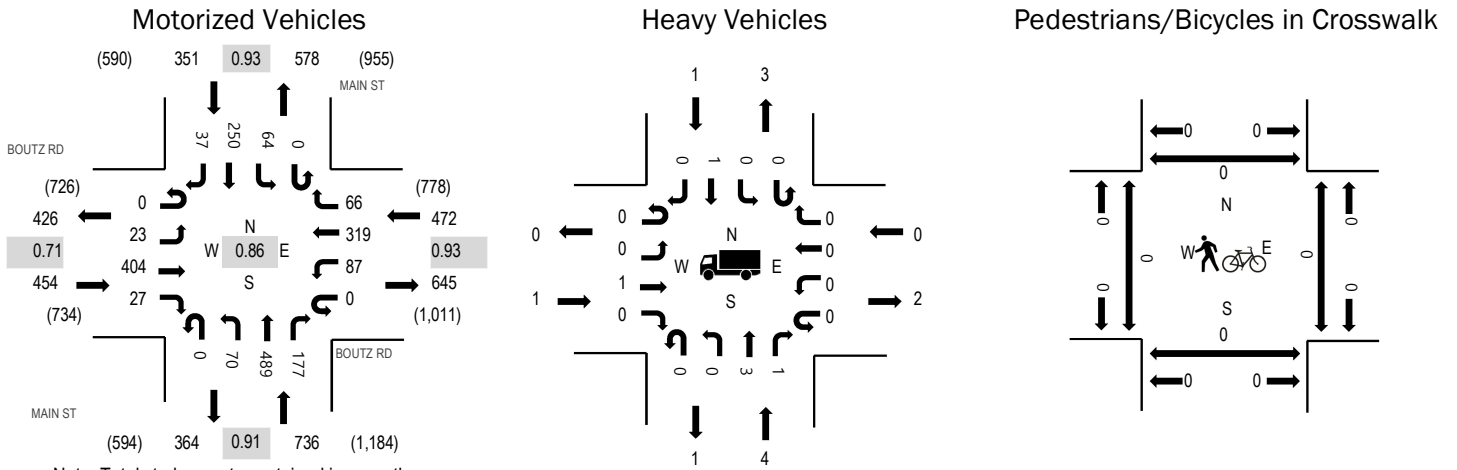
**Traffic Counts - Motorized Vehicles**

Interval Start Time	FARNEY LN Eastbound				FARNEY LN Westbound				MAIN ST Northbound			MAIN ST Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	2	3	0	0	0	2	3	0	1	70	1	0	3	29	0	114	854
7:15 AM	0	0	3	0	0	2	5	6	0	0	98	4	0	5	30	0	153	1,063
7:30 AM	0	1	3	1	0	3	6	7	0	0	155	3	0	6	59	1	245	1,244
7:45 AM	0	0	6	0	0	1	10	11	0	0	230	6	0	7	71	0	342	1,255
8:00 AM	0	0	5	0	0	6	7	6	0	1	213	8	1	4	70	2	323	1,189
8:15 AM	0	1	10	1	0	1	5	21	0	0	195	9	1	10	78	2	334	
8:30 AM	0	0	5	0	0	3	10	11	0	1	128	10	0	9	75	4	256	
8:45 AM	0	2	10	2	0	3	10	8	1	2	143	10	0	8	72	5	276	
Count Total	0	6	45	4	0	19	55	73	1	5	1,232	51	2	52	484	14	2,043	
Peak Hour	0	1	26	1	0	11	32	49	0	2	766	33	2	30	294	8	1,255	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:15 AM	0	2	0	0	2	7:15 AM	1	0	0	0	1	7:15 AM	0	0	0	0	0
7:30 AM	0	3	0	0	3	7:30 AM	0	0	0	1	1	7:30 AM	0	0	1	0	1
7:45 AM	0	2	0	0	2	7:45 AM	0	0	0	0	0	7:45 AM	0	1	0	0	1
8:00 AM	0	3	0	0	3	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:15 AM	0	5	0	0	5	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:30 AM	0	4	0	1	5	8:30 AM	0	0	0	0	0	8:30 AM	0	0	1	0	1
8:45 AM	0	2	0	1	3	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
Count Total	0	21	0	2	23	Count Total	1	0	0	1	2	Count Total	0	1	2	0	3
Peak Hour	0	14	0	1	15	Peak Hour	0	0	0	0	0	Peak Hour	0	1	1	0	2

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.2%	0.71
WB	0.0%	0.93
NB	0.5%	0.91
SB	0.3%	0.93
All	0.3%	0.86

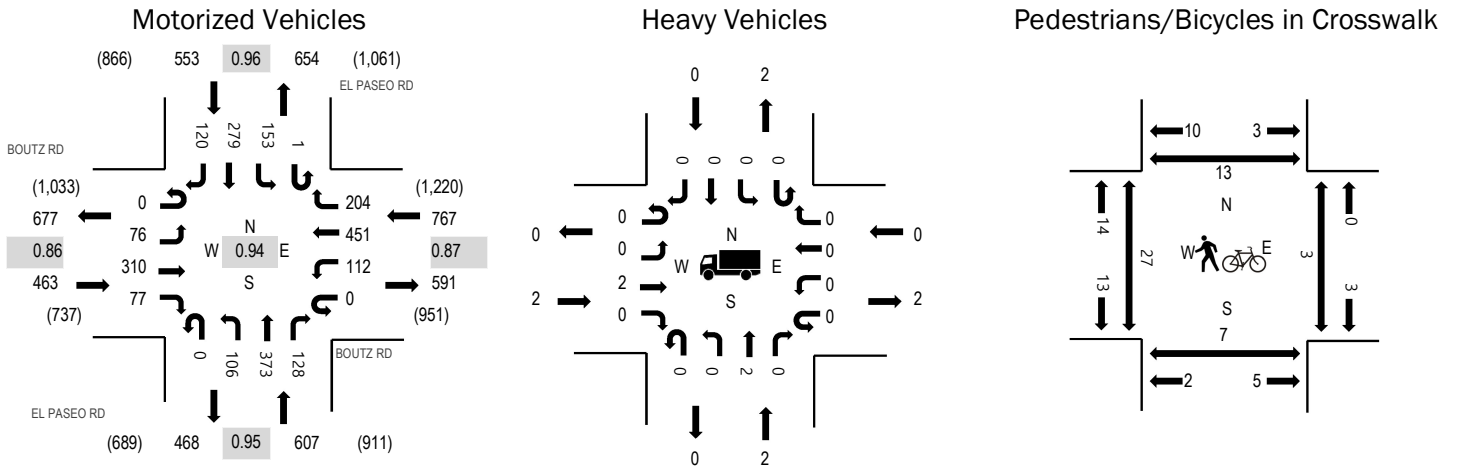
**Traffic Counts - Motorized Vehicles**

Interval Start Time	BOUTZ RD Eastbound				BOUTZ RD Westbound				MAIN ST Northbound			MAIN ST Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	3	27	6	0	7	36	5	0	3	59	10	0	3	19	8	186	1,379
7:15 AM	0	5	54	4	0	8	49	6	0	11	63	16	0	9	30	8	263	1,679
7:30 AM	0	5	86	5	0	13	70	7	0	6	96	43	0	17	46	6	400	2,003
7:45 AM	0	6	100	4	0	15	81	23	0	19	146	44	0	11	68	13	530	2,013
8:00 AM	0	5	80	3	0	17	78	12	0	14	142	43	0	21	65	6	486	1,907
8:15 AM	0	3	143	14	0	30	80	17	0	16	118	71	0	24	62	9	587	
8:30 AM	0	9	81	6	0	25	80	14	0	21	83	19	0	8	55	9	410	
8:45 AM	0	7	71	7	0	13	79	13	0	12	108	21	0	9	72	12	424	
Count Total	0	43	642	49	0	128	553	97	0	102	815	267	0	102	417	71	3,286	
Peak Hour	0	23	404	27	0	87	319	66	0	70	489	177	0	64	250	37	2,013	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	1	0	1	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:30 AM	0	0	1	0	1	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:45 AM	0	1	0	0	1	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
8:00 AM	1	1	0	0	2	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:15 AM	0	1	0	0	1	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:30 AM	0	1	0	1	2	8:30 AM	0	1	0	0	1	8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	1	1	8:45 AM	0	0	0	0	0	8:45 AM	1	0	0	0	1
Count Total	1	4	2	2	9	Count Total	0	1	0	0	1	Count Total	1	0	0	0	1
Peak Hour	1	4	0	1	6	Peak Hour	0	1	0	0	1	Peak Hour	0	0	0	0	0

### Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.4%	0.86
WB	0.0%	0.87
NB	0.3%	0.95
SB	0.0%	0.96
All	0.2%	0.94

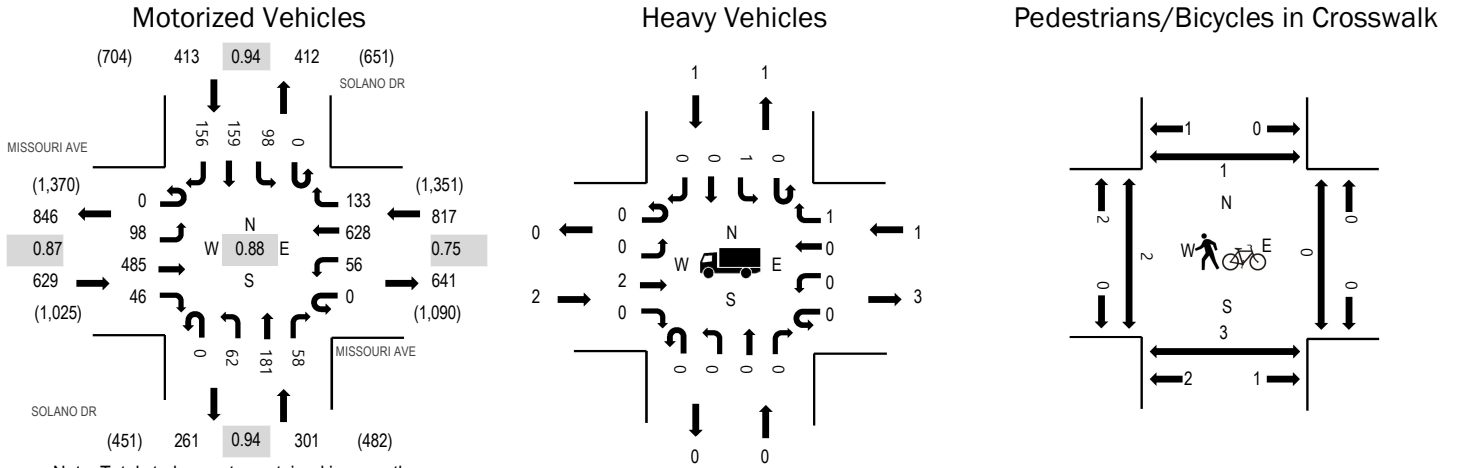
### Traffic Counts - Motorized Vehicles

Interval Start Time	BOUTZ RD Eastbound				BOUTZ RD Westbound				EL PASEO RD Northbound				EL PASEO RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	3	24	5	0	7	45	23	0	7	35	7	0	23	18	3	200	1,512
7:15 AM	0	15	37	6	0	5	54	30	0	12	42	11	0	22	25	14	273	1,897
7:30 AM	0	16	72	9	0	13	88	36	0	10	60	17	0	36	32	14	403	2,245
7:45 AM	0	20	93	11	0	32	118	70	0	29	100	21	0	39	72	31	636	2,390
8:00 AM	0	14	66	16	0	30	125	49	0	30	96	22	1	42	63	31	585	2,222
8:15 AM	0	23	74	38	0	27	127	38	0	30	80	40	0	42	65	37	621	
8:30 AM	0	19	77	12	0	23	81	47	0	17	97	45	0	30	79	21	548	
8:45 AM	0	18	61	8	0	16	83	53	0	8	76	19	0	31	77	18	468	
Count Total	0	128	504	105	0	153	721	346	0	143	586	182	1	265	431	169	3,734	
Peak Hour	0	76	310	77	0	112	451	204	0	106	373	128	1	153	279	120	2,390	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	1	0	1	7:00 AM	0	0	1	0	1	7:00 AM	0	0	0	1	1
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	3	3
7:30 AM	0	0	1	0	1	7:30 AM	0	0	0	0	0	7:30 AM	1	0	1	0	2
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	3	0	1	3	7
8:00 AM	2	0	0	0	2	8:00 AM	0	0	0	1	1	8:00 AM	5	0	0	0	5
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0	8:15 AM	11	2	2	4	19
8:30 AM	0	2	0	0	2	8:30 AM	0	0	0	0	0	8:30 AM	8	5	0	6	19
8:45 AM	0	0	0	1	1	8:45 AM	0	0	0	0	0	8:45 AM	4	0	0	1	5
Count Total	2	2	2	1	7	Count Total	0	0	1	1	2	Count Total	32	7	4	18	61
Peak Hour	2	2	0	0	4	Peak Hour	0	0	0	1	1	Peak Hour	27	7	3	13	50

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.3%	0.87
WB	0.1%	0.75
NB	0.0%	0.94
SB	0.2%	0.94
All	0.2%	0.88

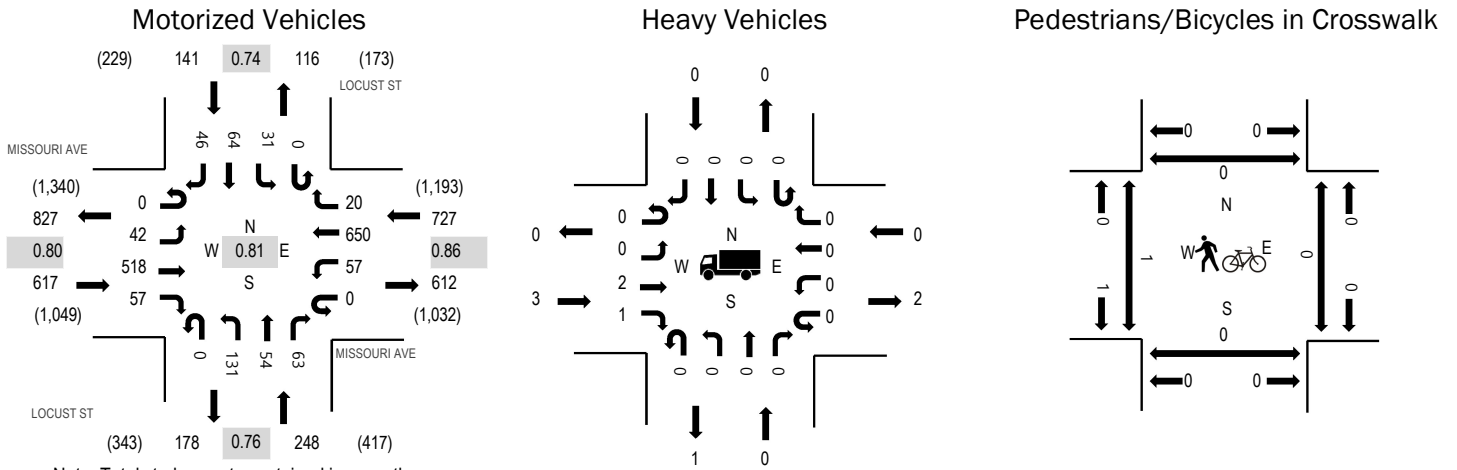
**Traffic Counts - Motorized Vehicles**

Interval Start Time	MISSOURI AVE Eastbound				MISSOURI AVE Westbound				SOLANO DR Northbound			SOLANO DR Southbound			Total	Rolling Hour		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left			Thru	Right
7:00 AM	0	1	49	3	0	2	67	10	0	2	13	9	0	12	27	6	201	1,612
7:15 AM	0	13	67	5	0	4	83	10	0	7	27	7	0	21	15	11	270	1,912
7:30 AM	0	21	151	9	0	10	147	32	0	13	42	13	0	27	31	34	530	2,160
7:45 AM	0	19	118	17	0	16	219	36	0	14	43	17	0	29	41	42	611	2,113
8:00 AM	0	23	107	13	0	16	133	25	0	21	45	13	0	25	41	39	501	1,950
8:15 AM	0	35	109	7	0	14	129	40	0	14	51	15	0	17	46	41	518	
8:30 AM	0	24	99	10	0	19	130	33	0	19	35	14	0	26	45	29	483	
8:45 AM	0	20	93	12	0	11	144	21	0	12	32	4	0	48	37	14	448	
Count Total	0	156	793	76	0	92	1,052	207	0	102	288	92	0	205	283	216	3,562	
Peak Hour	0	98	485	46	0	56	628	133	0	62	181	58	0	98	159	156	2,160	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	1	0	2	0	3	7:00 AM	0	1	0	0	1	7:00 AM	0	0	0	0	0
7:15 AM	0	0	1	1	2	7:15 AM	0	0	0	0	0	7:15 AM	1	0	0	0	1
7:30 AM	0	0	0	1	1	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	1	1
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	2	2	0	0	4
8:00 AM	2	0	1	0	3	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0	8:15 AM	0	1	0	0	1
8:30 AM	1	0	0	1	2	8:30 AM	0	0	0	0	0	8:30 AM	1	1	0	0	2
8:45 AM	0	0	0	2	2	8:45 AM	0	0	0	0	0	8:45 AM	1	0	0	0	1
Count Total	4	0	4	5	13	Count Total	0	1	0	0	1	Count Total	5	4	0	1	10
Peak Hour	2	0	1	1	4	Peak Hour	0	0	0	0	0	Peak Hour	2	3	0	1	6

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.5%	0.80
WB	0.0%	0.86
NB	0.0%	0.76
SB	0.0%	0.74
All	0.2%	0.81

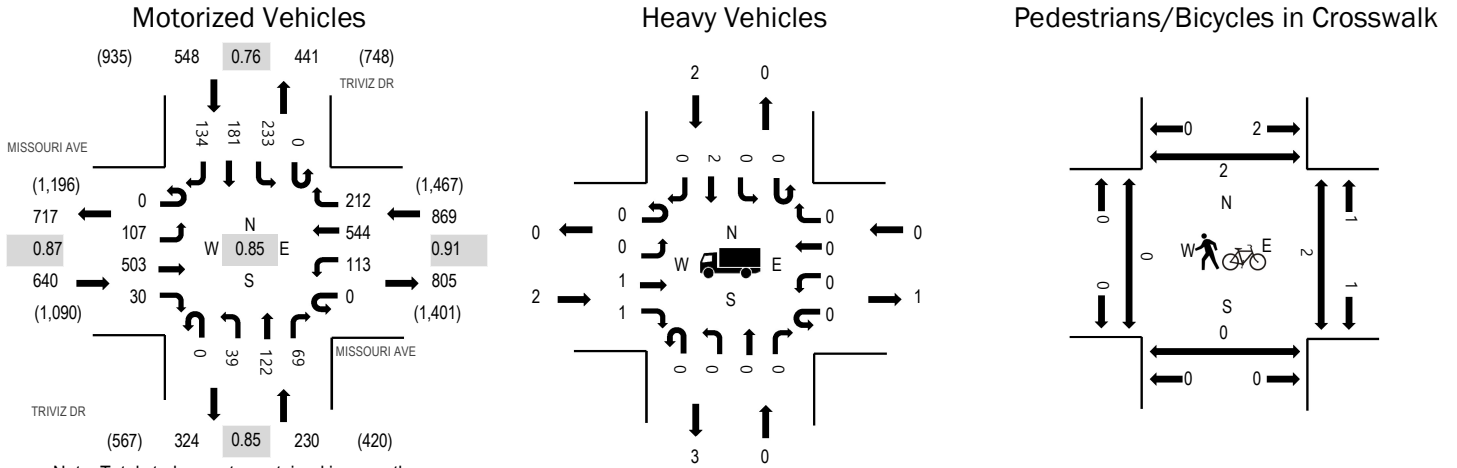
**Traffic Counts - Motorized Vehicles**

Interval Start Time	MISSOURI AVE Eastbound				MISSOURI AVE Westbound				LOCUST ST Northbound			LOCUST ST Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	4	58	7	0	7	62	1	0	12	4	7	0	6	4	3	175	1,289
7:15 AM	0	3	68	12	0	12	80	0	0	12	10	9	0	1	5	2	214	1,518
7:30 AM	0	4	117	17	0	21	113	1	0	30	8	19	0	7	14	12	363	1,706
7:45 AM	0	12	163	19	0	16	192	4	0	50	13	19	0	8	27	14	537	1,733
8:00 AM	0	3	109	17	0	11	162	5	0	31	15	9	0	13	20	9	404	1,599
8:15 AM	0	16	127	12	0	12	158	6	0	20	10	19	0	2	9	11	402	
8:30 AM	0	11	119	9	0	18	138	5	0	30	16	16	0	8	8	12	390	
8:45 AM	0	8	107	27	0	22	146	1	0	31	13	14	0	7	17	10	403	
Count Total	0	61	868	120	0	119	1,051	23	0	216	89	112	0	52	104	73	2,888	
Peak Hour	0	42	518	57	0	57	650	20	0	131	54	63	0	31	64	46	1,733	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	1	2	0	0	3	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	1	1
7:30 AM	0	0	1	0	1	7:30 AM	0	0	0	1	1	7:30 AM	0	0	0	0	0
7:45 AM	1	0	0	0	1	7:45 AM	0	0	0	0	0	7:45 AM	1	0	0	0	1
8:00 AM	2	0	0	0	2	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:45 AM	1	0	0	0	1	8:45 AM	0	0	0	0	0	8:45 AM	0	1	0	0	1
Count Total	5	2	1	0	8	Count Total	0	0	0	1	1	Count Total	1	1	0	1	3
Peak Hour	3	0	0	0	3	Peak Hour	0	0	0	0	0	Peak Hour	1	0	0	0	1

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.3%	0.87
WB	0.0%	0.91
NB	0.0%	0.85
SB	0.4%	0.76
All	0.2%	0.85

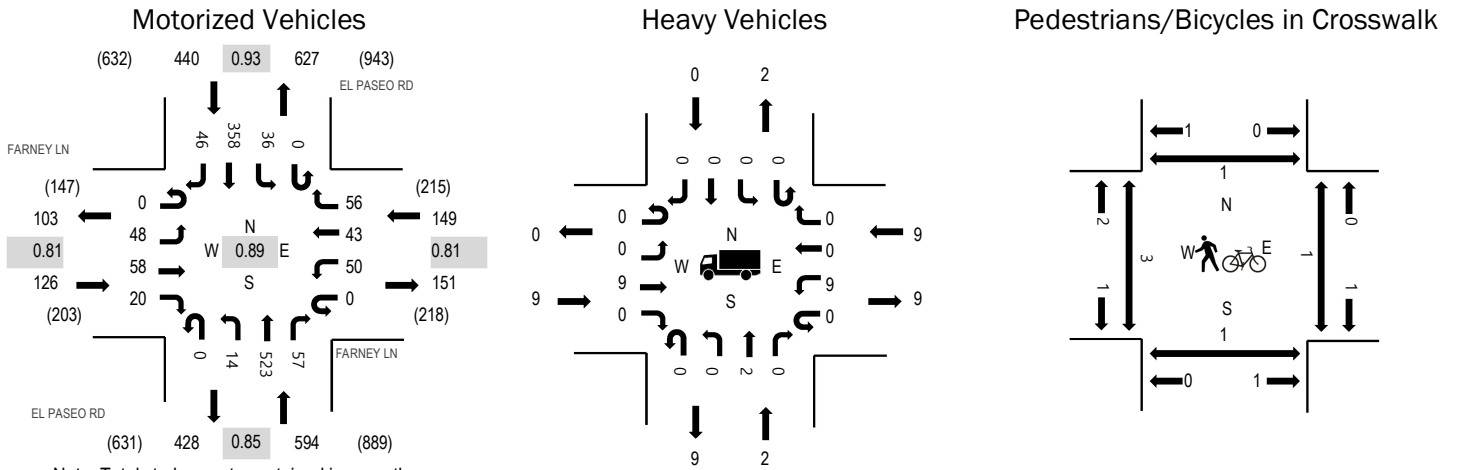
**Traffic Counts - Motorized Vehicles**

Interval Start Time	MISSOURI AVE Eastbound				MISSOURI AVE Westbound				TRIVIZ DR Northbound			TRIVIZ DR Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	13	64	7	0	10	57	19	0	1	12	11	0	21	16	12	243	1,713
7:15 AM	0	11	67	4	0	13	65	35	0	10	22	15	0	36	26	20	324	2,004
7:30 AM	0	14	107	9	0	20	116	49	0	13	26	12	0	51	35	22	474	2,206
<b>7:45 AM</b>	<b>0</b>	<b>30</b>	<b>146</b>	<b>8</b>	<b>0</b>	<b>31</b>	<b>153</b>	<b>56</b>	<b>0</b>	<b>17</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>80</b>	<b>61</b>	<b>40</b>	<b>672</b>	<b>2,287</b>
8:00 AM	0	25	115	4	0	27	138	55	0	9	31	17	0	51	33	29	534	2,199
8:15 AM	0	32	125	9	0	13	113	53	0	6	30	13	0	52	52	28	526	
8:30 AM	0	20	117	9	0	42	140	48	0	7	36	14	0	50	35	37	555	
8:45 AM	0	16	126	12	0	34	130	50	0	11	40	17	0	69	57	22	584	
Count Total	0	161	867	62	0	190	912	365	0	74	222	124	0	410	315	210	3,912	
Peak Hour	0	107	503	30	0	113	544	212	0	39	122	69	0	233	181	134	2,287	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	1	0	1	7:00 AM	0	0	0	0	0	7:00 AM	0	1	1	0	2
7:15 AM	1	0	0	0	1	7:15 AM	0	0	0	0	0	7:15 AM	0	0	2	1	3
7:30 AM	0	0	1	0	1	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
<b>7:45 AM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7:45 AM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7:45 AM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
8:00 AM	1	0	0	1	2	8:00 AM	1	0	0	0	1	8:00 AM	0	0	2	0	2
8:15 AM	1	0	0	1	2	8:15 AM	1	0	0	0	1	8:15 AM	0	0	0	1	1
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	1	1
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	1	0	0	1	2
Count Total	3	0	2	2	7	Count Total	2	0	0	0	2	Count Total	1	1	5	4	11
Peak Hour	2	0	0	2	4	Peak Hour	2	0	0	0	2	Peak Hour	0	0	2	2	4

### Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	7.1%	0.81
WB	6.0%	0.81
NB	0.3%	0.85
SB	0.0%	0.93
All	1.5%	0.89

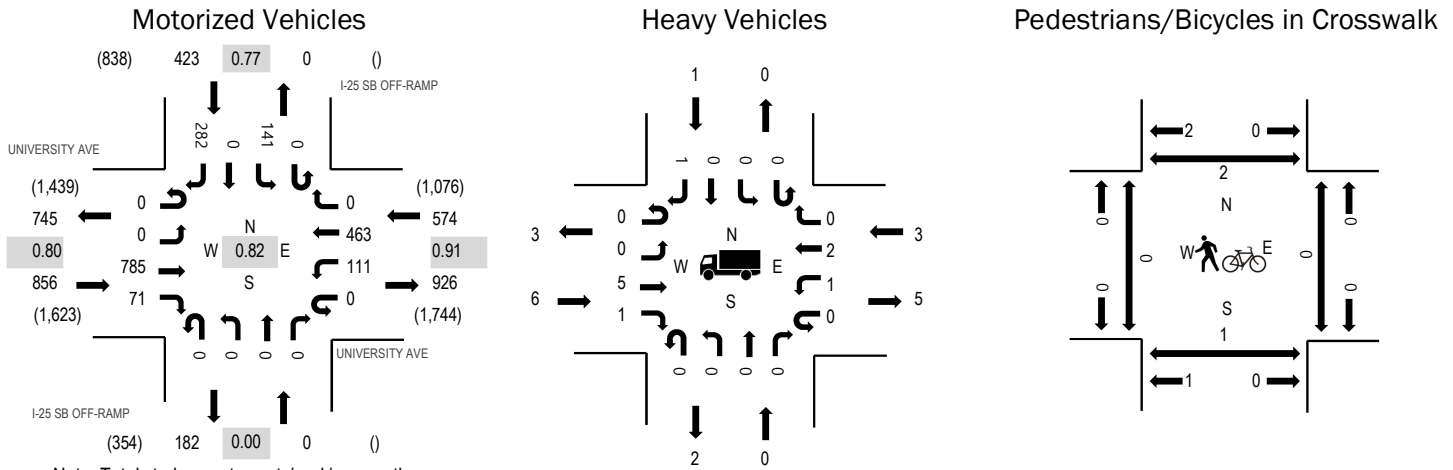
### Traffic Counts - Motorized Vehicles

Interval Start Time	FARNEY LN Eastbound				FARNEY LN Westbound				EL PASEO RD Northbound			EL PASEO RD Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	2	2	2	0	1	2	3	0	0	44	3	0	3	23	1	86	721
7:15 AM	0	2	8	4	1	3	4	6	0	2	61	3	0	1	29	1	125	958
7:30 AM	0	12	14	4	0	9	6	3	0	3	81	5	0	5	34	4	180	1,200
7:45 AM	0	13	20	6	0	17	15	14	0	3	132	9	0	7	89	5	330	1,309
8:00 AM	0	12	11	2	0	11	10	10	0	4	144	15	0	10	85	9	323	1,218
8:15 AM	0	12	14	5	0	15	9	20	0	3	149	22	0	14	88	16	367	
8:30 AM	0	11	13	7	0	7	9	12	0	4	98	11	0	5	96	16	289	
8:45 AM	0	8	7	12	0	5	13	10	0	1	84	8	0	7	77	7	239	
Count Total	0	72	89	42	1	68	68	78	0	20	793	76	0	52	521	59	1,939	
Peak Hour	0	48	58	20	0	50	43	56	0	14	523	57	0	36	358	46	1,309	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	1	0	1	0	2
7:15 AM	2	1	1	0	4	7:15 AM	1	0	0	0	1	7:15 AM	0	1	0	0	1
7:30 AM	1	0	2	0	3	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:45 AM	3	0	3	0	6	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
8:00 AM	1	0	1	0	2	8:00 AM	0	0	0	0	0	8:00 AM	0	0	1	1	2
8:15 AM	4	1	2	0	7	8:15 AM	0	0	0	0	0	8:15 AM	2	0	0	0	2
8:30 AM	1	1	3	0	5	8:30 AM	0	0	0	0	0	8:30 AM	1	1	0	0	2
8:45 AM	2	0	2	0	4	8:45 AM	0	0	0	0	0	8:45 AM	1	0	0	0	1
Count Total	14	3	14	0	31	Count Total	1	0	0	0	1	Count Total	5	2	2	1	10
Peak Hour	9	2	9	0	20	Peak Hour	0	0	0	0	0	Peak Hour	3	1	1	1	6

### Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.7%	0.80
WB	0.5%	0.91
NB	0.0%	0.00
SB	0.2%	0.77
All	0.5%	0.82

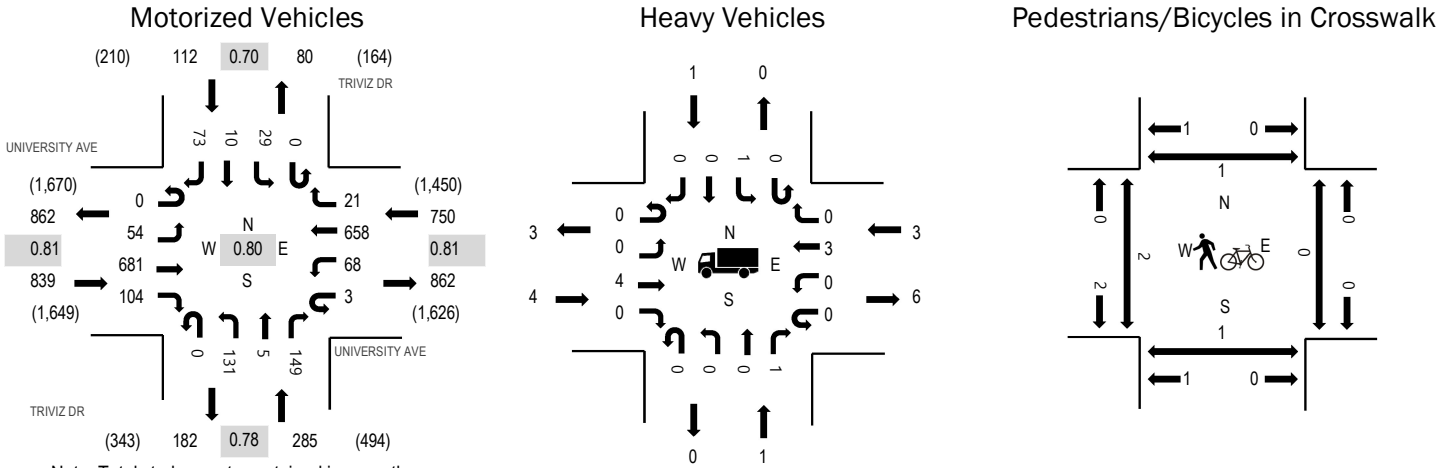
### Traffic Counts - Motorized Vehicles

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				I-25 SB OFF-RAMP Northbound				I-25 SB OFF-RAMP Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
11:30 AM	0	0	160	17	0	25	119	0	0	0	0	0	0	30	0	75	426	1,853
11:45 AM	0	0	250	19	0	28	129	0	0	0	0	0	0	46	0	91	563	1,813
12:00 PM	0	0	220	22	0	28	115	0	0	0	0	0	0	34	0	65	484	1,660
12:15 PM	0	0	155	13	0	30	100	0	0	0	0	0	0	31	0	51	380	1,580
12:30 PM	0	0	137	21	0	21	106	0	0	0	0	0	0	36	1	64	386	1,684
12:45 PM	0	0	168	12	0	17	108	0	0	0	0	0	0	41	0	64	410	
1:00 PM	0	0	156	20	0	28	94	0	0	0	0	0	0	28	0	78	404	
1:15 PM	0	0	228	25	0	27	101	0	0	0	0	0	0	24	0	79	484	
Count Total	0	0	1,474	149	0	204	872	0	0	0	0	0	0	270	1	567	3,537	
Peak Hour	0	0	785	71	0	111	463	0	0	0	0	0	0	141	0	282	1,853	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
11:30 AM	2	0	0	0	2	11:30 AM	0	0	0	0	0	11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	0	0	11:45 AM	0	0	0	0	0	11:45 AM	0	1	0	2	3
12:00 PM	2	0	1	1	4	12:00 PM	0	0	0	0	0	12:00 PM	0	0	0	0	0
12:15 PM	2	0	2	0	4	12:15 PM	0	0	0	0	0	12:15 PM	0	0	0	0	0
12:30 PM	1	0	0	0	1	12:30 PM	0	0	0	0	0	12:30 PM	0	1	0	0	1
12:45 PM	0	0	0	0	0	12:45 PM	1	0	0	0	1	12:45 PM	0	0	0	0	0
1:00 PM	1	0	2	1	4	1:00 PM	0	0	0	0	0	1:00 PM	0	0	0	0	0
1:15 PM	0	0	2	3	5	1:15 PM	0	0	0	0	0	1:15 PM	0	0	0	0	0
Count Total	8	0	7	5	20	Count Total	1	0	0	0	1	Count Total	0	2	0	2	4
Peak Hour	6	0	3	1	10	Peak Hour	0	0	0	0	0	Peak Hour	0	1	0	2	3

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.5%	0.81
WB	0.4%	0.81
NB	0.4%	0.78
SB	0.9%	0.70
All	0.5%	0.80

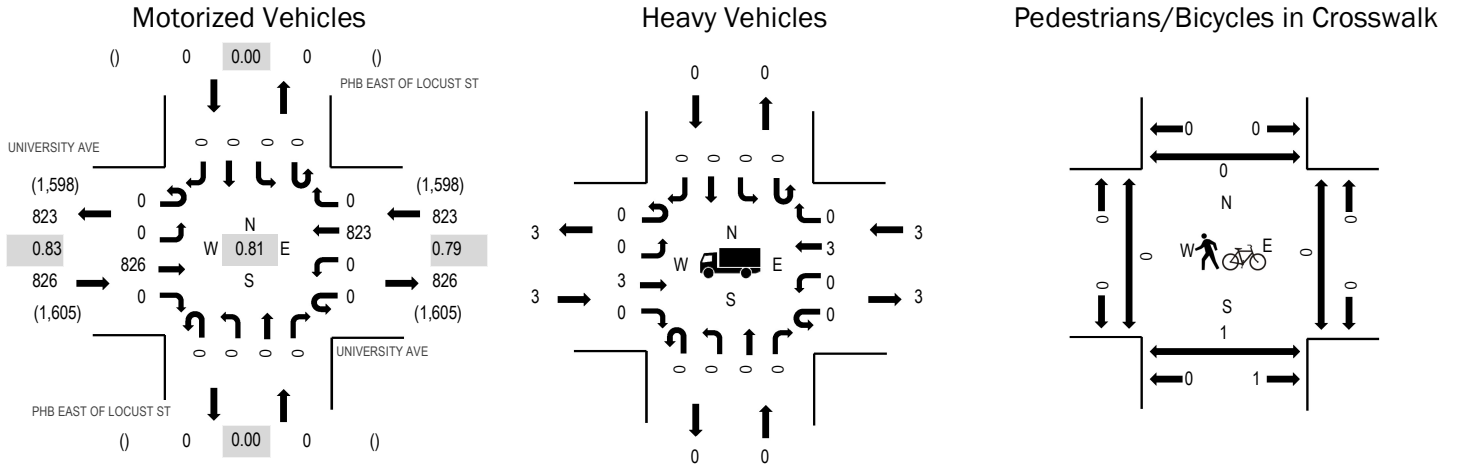
**Traffic Counts - Motorized Vehicles**

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				TRIVIZ DR Northbound			TRIVIZ DR Southbound			Total	Rolling Hour		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left			Thru	Right
11:30 AM	0	4	149	19	2	17	149	6	0	29	0	24	0	3	1	17	420	1,986
11:45 AM	0	21	207	30	1	27	202	3	0	37	2	52	0	11	3	28	624	1,970
12:00 PM	0	16	194	30	0	13	161	7	0	39	2	41	0	8	1	16	528	1,798
12:15 PM	0	13	131	25	0	11	146	5	0	26	1	32	0	7	5	12	414	1,699
12:30 PM	0	7	137	24	0	10	161	5	0	24	0	10	0	8	0	18	404	1,817
12:45 PM	0	22	155	38	0	14	150	3	0	22	1	18	0	6	3	20	452	
1:00 PM	0	11	151	22	0	12	158	3	0	30	1	22	0	5	0	14	429	
1:15 PM	0	23	194	26	0	12	166	6	0	29	2	50	0	8	0	16	532	
Count Total	0	117	1,318	214	3	116	1,293	38	0	236	9	249	0	56	13	141	3,803	
Peak Hour	0	54	681	104	3	68	658	21	0	131	5	149	0	29	10	73	1,986	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
11:30 AM	2	0	0	0	2	11:30 AM	0	0	0	0	0	11:30 AM	1	0	0	0	1
11:45 AM	0	0	0	0	0	11:45 AM	0	0	0	0	0	11:45 AM	1	0	0	1	2
12:00 PM	1	1	2	0	4	12:00 PM	0	0	0	0	0	12:00 PM	0	1	0	0	1
12:15 PM	1	0	1	1	3	12:15 PM	0	0	0	0	0	12:15 PM	0	0	0	0	0
12:30 PM	1	0	0	0	1	12:30 PM	0	0	0	0	0	12:30 PM	0	1	0	0	1
12:45 PM	0	0	0	0	0	12:45 PM	1	0	0	0	1	12:45 PM	0	0	0	0	0
1:00 PM	1	0	1	0	2	1:00 PM	0	0	0	0	0	1:00 PM	0	0	0	0	0
1:15 PM	0	0	2	0	2	1:15 PM	0	0	0	0	0	1:15 PM	0	0	0	0	0
Count Total	6	1	6	1	14	Count Total	1	0	0	0	1	Count Total	2	2	0	1	5
Peak Hour	4	1	3	1	9	Peak Hour	0	0	0	0	0	Peak Hour	2	1	0	1	4

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.4%	0.83
WB	0.4%	0.79
NB	0.0%	0.00
SB	0.0%	0.00
All	0.4%	0.81

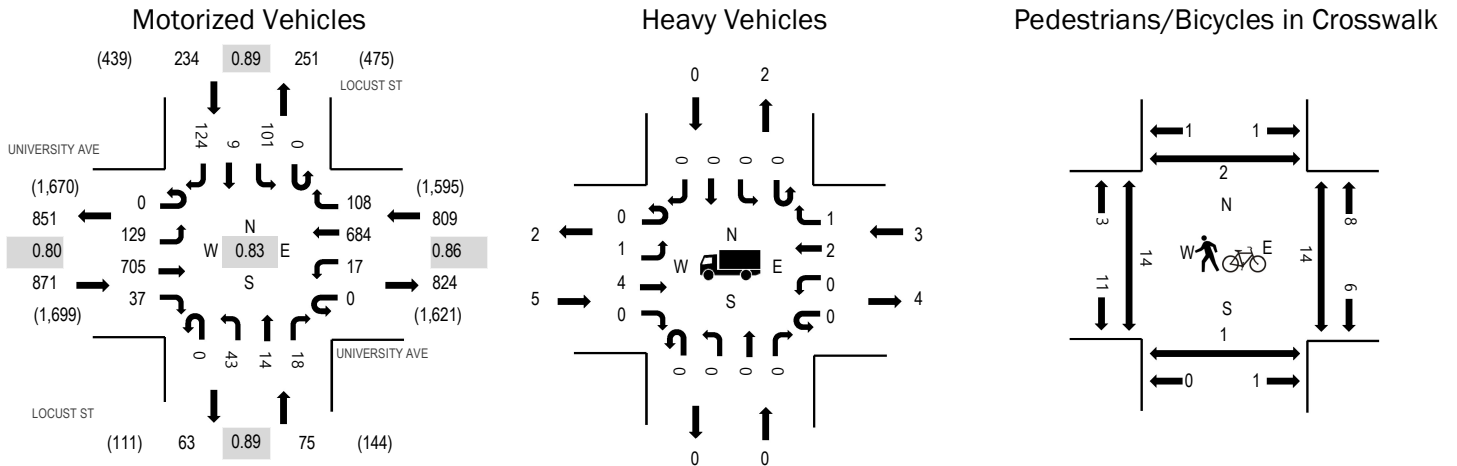
**Traffic Counts - Motorized Vehicles**

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				PHB EAST OF LOCUST ST Northbound				PHB EAST OF LOCUST ST Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
11:30 AM	0	0	164	0	0	0	181	0	0	0	0	0	0	0	0	0	345	1,622
11:45 AM	0	0	248	0	0	0	259	0	0	0	0	0	0	0	0	0	507	1,649
12:00 PM	0	0	235	0	0	0	194	0	0	0	0	0	0	0	0	0	429	1,534
12:15 PM	0	0	165	0	0	0	176	0	0	0	0	0	0	0	0	0	341	1,497
12:30 PM	0	0	178	0	0	0	194	0	0	0	0	0	0	0	0	0	372	1,581
12:45 PM	0	0	192	0	0	0	200	0	0	0	0	0	0	0	0	0	392	
1:00 PM	0	0	187	0	0	0	205	0	0	0	0	0	0	0	0	0	392	
1:15 PM	0	0	236	0	0	0	189	0	0	0	0	0	0	0	0	0	425	
Count Total	0	0	1,605	0	0	0	1,598	0	0	0	0	0	0	0	0	0	3,203	
Peak Hour	0	0	826	0	0	0	823	0	0	0	0	0	0	0	0	0	1,649	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
11:30 AM	1	0	0	0	1	11:30 AM	0	0	0	0	0	11:30 AM	0	0	0	1	1
11:45 AM	1	0	0	0	1	11:45 AM	0	0	0	0	0	11:45 AM	0	0	0	0	0
12:00 PM	2	0	2	0	4	12:00 PM	0	0	0	0	0	12:00 PM	0	0	0	0	0
12:15 PM	0	0	1	0	1	12:15 PM	0	0	0	0	0	12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0	12:30 PM	0	0	0	0	0	12:30 PM	0	1	0	0	1
12:45 PM	0	0	0	0	0	12:45 PM	1	0	0	0	1	12:45 PM	0	0	0	0	0
1:00 PM	1	0	1	0	2	1:00 PM	0	0	0	0	0	1:00 PM	0	0	0	1	1
1:15 PM	2	0	2	0	4	1:15 PM	0	0	0	0	0	1:15 PM	0	0	0	0	0
Count Total	7	0	6	0	13	Count Total	1	0	0	0	1	Count Total	0	1	0	2	3
Peak Hour	3	0	3	0	6	Peak Hour	0	0	0	0	0	Peak Hour	0	1	0	0	1

### Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.6%	0.80
WB	0.4%	0.86
NB	0.0%	0.89
SB	0.0%	0.89
All	0.4%	0.83

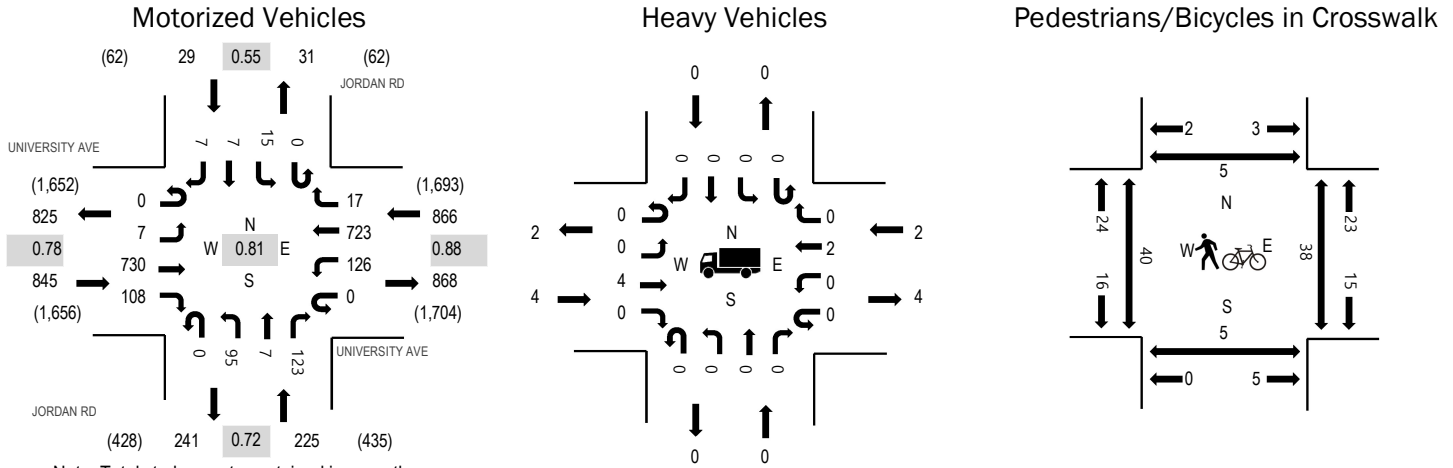
### Traffic Counts - Motorized Vehicles

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				LOCUST ST Northbound			LOCUST ST Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
11:30 AM	0	33	151	4	0	4	158	21	0	10	3	6	0	18	3	31	442	1,989
11:45 AM	0	36	228	9	0	6	206	24	0	11	5	5	0	27	4	35	596	1,976
12:00 PM	0	31	194	12	0	3	178	35	0	12	4	5	0	28	1	35	538	1,846
12:15 PM	0	29	132	12	0	4	142	28	0	10	2	2	0	28	1	23	413	1,804
12:30 PM	0	28	146	11	0	4	157	23	0	9	2	2	0	29	3	15	429	1,888
12:45 PM	1	34	153	6	1	2	173	29	0	8	1	4	0	31	0	23	466	
1:00 PM	0	35	175	8	0	7	178	16	0	13	2	5	0	24	1	32	496	
1:15 PM	0	33	195	3	0	1	176	19	0	14	2	7	0	25	2	20	497	
Count Total	1	259	1,374	65	1	31	1,368	195	0	87	21	36	0	210	15	214	3,877	
Peak Hour	0	129	705	37	0	17	684	108	0	43	14	18	0	101	9	124	1,989	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
11:30 AM	2	0	0	0	2	11:30 AM	0	0	0	1	1	11:30 AM	2	0	4	1	7
11:45 AM	1	0	0	0	1	11:45 AM	0	0	1	1	2	11:45 AM	8	0	5	0	13
12:00 PM	1	0	2	0	3	12:00 PM	0	0	0	0	0	12:00 PM	2	0	2	1	5
12:15 PM	1	0	1	0	2	12:15 PM	0	0	0	0	0	12:15 PM	2	1	3	0	6
12:30 PM	1	0	0	0	1	12:30 PM	0	0	0	0	0	12:30 PM	2	2	0	0	4
12:45 PM	0	0	0	0	0	12:45 PM	0	1	0	0	1	12:45 PM	1	0	1	1	3
1:00 PM	0	0	1	0	1	1:00 PM	0	0	0	1	1	1:00 PM	1	0	8	0	9
1:15 PM	0	0	2	0	2	1:15 PM	0	0	0	0	0	1:15 PM	1	0	6	1	8
Count Total	6	0	6	0	12	Count Total	0	1	1	3	5	Count Total	19	3	29	4	55
Peak Hour	5	0	3	0	8	Peak Hour	0	0	1	2	3	Peak Hour	14	1	14	2	31

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.5%	0.78
WB	0.2%	0.88
NB	0.0%	0.72
SB	0.0%	0.55
All	0.3%	0.81

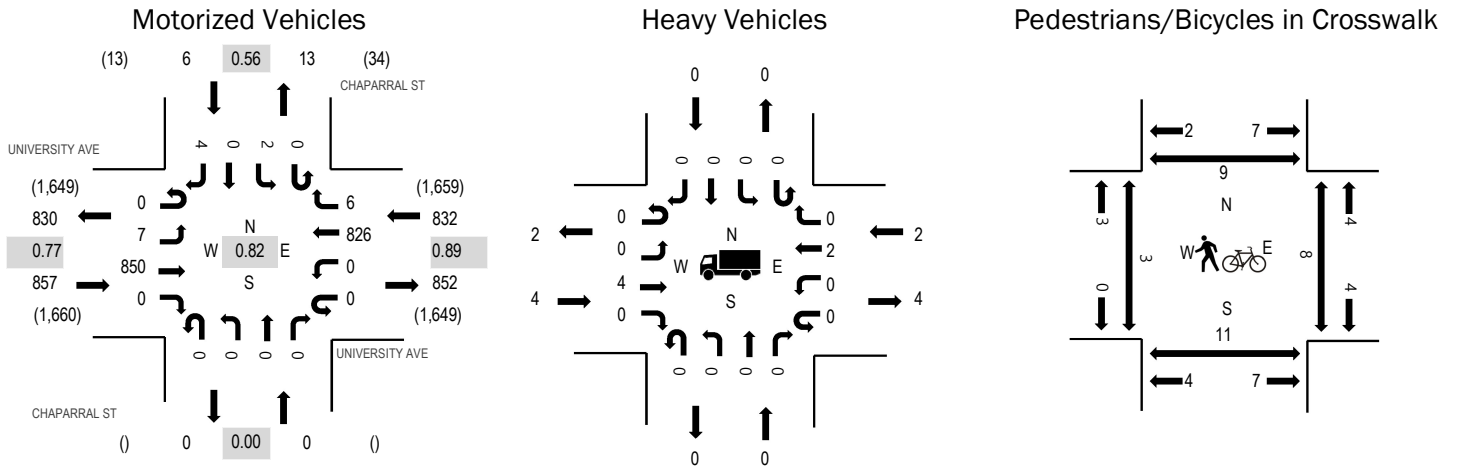
**Traffic Counts - Motorized Vehicles**

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				JORDAN RD Northbound			JORDAN RD Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
11:30 AM	0	2	151	26	0	32	166	6	0	18	3	32	0	3	4	0	443	1,965
11:45 AM	0	1	233	40	0	37	206	4	0	31	4	43	0	6	1	4	610	1,937
12:00 PM	0	3	204	27	0	39	189	3	0	32	0	28	0	4	2	1	532	1,757
12:15 PM	0	1	142	15	0	18	162	4	0	14	0	20	0	2	0	2	380	1,740
12:30 PM	0	5	164	20	0	12	175	1	0	18	1	16	0	1	1	1	415	1,881
12:45 PM	0	2	168	14	0	20	177	1	0	15	2	25	0	1	2	3	430	
1:00 PM	0	2	192	26	0	25	198	6	0	27	3	27	0	5	1	3	515	
1:15 PM	0	3	187	28	0	32	176	4	0	32	1	43	0	7	6	2	521	
Count Total	0	19	1,441	196	0	215	1,449	29	0	187	14	234	0	29	17	16	3,846	
Peak Hour	0	7	730	108	0	126	723	17	0	95	7	123	0	15	7	7	1,965	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
11:30 AM	1	0	0	0	1	11:30 AM	0	0	0	0	0	11:30 AM	7	2	7	3	19
11:45 AM	1	0	0	0	1	11:45 AM	0	0	1	0	1	11:45 AM	19	2	17	1	39
12:00 PM	1	0	1	0	2	12:00 PM	0	0	0	0	0	12:00 PM	8	0	7	1	16
12:15 PM	1	0	1	0	2	12:15 PM	0	0	0	1	1	12:15 PM	6	1	7	0	14
12:30 PM	1	0	0	0	1	12:30 PM	0	0	0	0	0	12:30 PM	4	1	2	3	10
12:45 PM	0	0	0	0	0	12:45 PM	0	0	0	0	0	12:45 PM	4	0	7	2	13
1:00 PM	1	0	1	0	2	1:00 PM	0	0	0	0	0	1:00 PM	14	1	5	5	25
1:15 PM	0	0	2	0	2	1:15 PM	0	0	0	0	0	1:15 PM	15	0	11	2	28
Count Total	6	0	5	0	11	Count Total	0	0	1	1	2	Count Total	77	7	63	17	164
Peak Hour	4	0	2	0	6	Peak Hour	0	0	1	1	2	Peak Hour	40	5	38	5	88

### Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.5%	0.77
WB	0.2%	0.89
NB	0.0%	0.00
SB	0.0%	0.56
All	0.4%	0.82

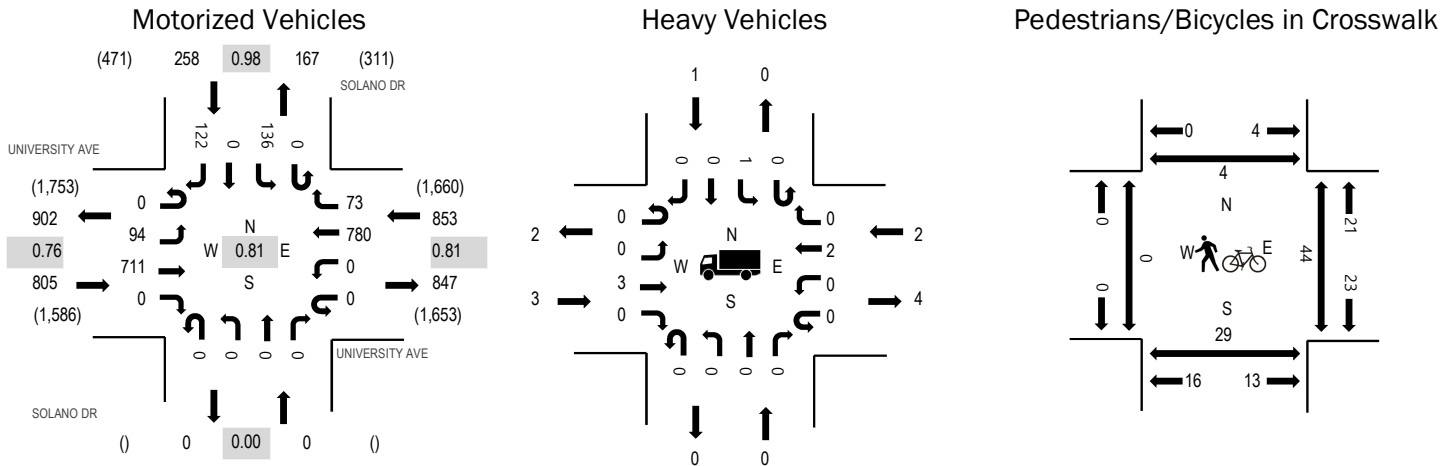
### Traffic Counts - Motorized Vehicles

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				CHAPARRAL ST Northbound				CHAPARRAL ST Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
11:30 AM	0	3	169	0	0	0	178	1	0	0	0	0	0	1	0	3	355	1,670
11:45 AM	0	1	276	0	0	0	236	3	0	0	0	0	0	2	0	1	519	1,695
12:00 PM	0	1	230	0	0	0	223	2	0	0	0	0	0	0	0	1	457	1,575
12:15 PM	0	3	156	0	0	0	179	0	0	0	0	0	0	0	0	1	339	1,553
12:30 PM	0	2	188	0	0	0	188	1	0	0	0	0	0	0	0	1	380	1,662
12:45 PM	0	1	201	0	0	0	193	2	0	0	0	0	0	2	0	0	399	
1:00 PM	0	2	198	0	0	0	229	5	0	0	0	0	0	0	0	1	435	
1:15 PM	0	3	226	0	0	0	215	4	0	0	0	0	0	0	0	0	448	
Count Total	0	16	1,644	0	0	0	1,641	18	0	0	0	0	0	5	0	8	3,332	
Peak Hour	0	7	850	0	0	0	826	6	0	0	0	0	0	2	0	4	1,695	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
11:30 AM	1	0	0	0	1	11:30 AM	0	0	0	0	0	11:30 AM	2	13	0	1	16
11:45 AM	1	0	0	0	1	11:45 AM	0	0	1	0	1	11:45 AM	0	6	1	3	10
12:00 PM	1	0	1	0	2	12:00 PM	0	0	0	0	0	12:00 PM	2	1	4	3	10
12:15 PM	1	0	1	0	2	12:15 PM	0	0	0	0	0	12:15 PM	1	2	1	2	6
12:30 PM	1	0	0	0	1	12:30 PM	0	0	0	0	0	12:30 PM	0	2	2	1	5
12:45 PM	0	0	0	0	0	12:45 PM	0	0	0	0	0	12:45 PM	2	0	0	1	3
1:00 PM	1	0	1	0	2	1:00 PM	0	0	0	0	0	1:00 PM	1	2	1	1	5
1:15 PM	0	0	2	0	2	1:15 PM	1	0	0	0	1	1:15 PM	1	2	1	3	7
Count Total	6	0	5	0	11	Count Total	1	0	1	0	2	Count Total	9	28	10	15	62
Peak Hour	4	0	2	0	6	Peak Hour	0	0	1	0	1	Peak Hour	3	11	8	9	31

### Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.4%	0.76
WB	0.2%	0.81
NB	0.0%	0.00
SB	0.4%	0.98
All	0.3%	0.81

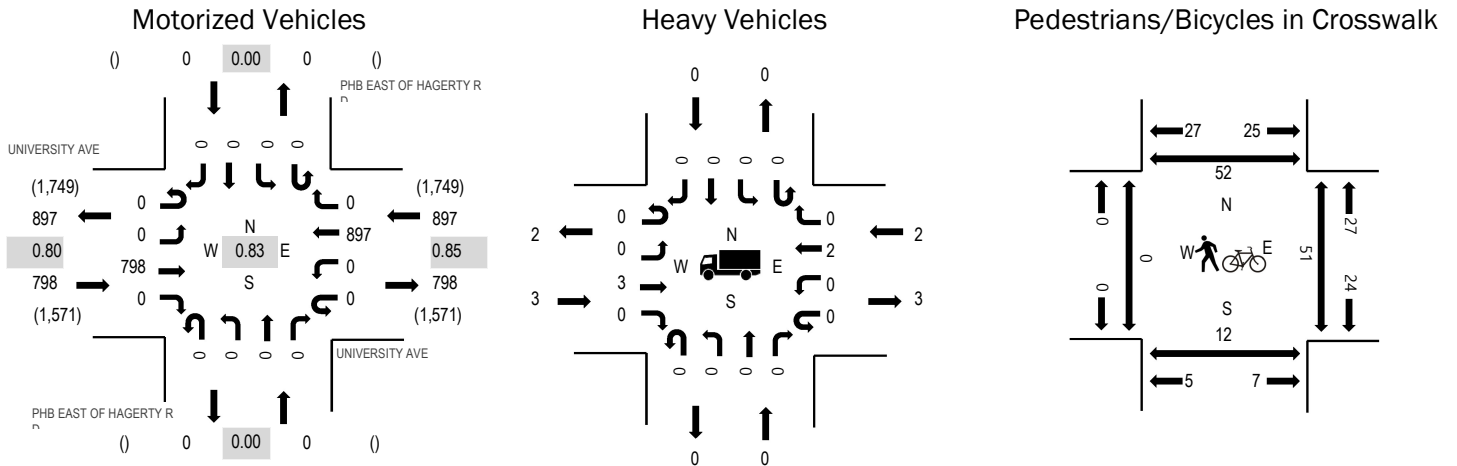
### Traffic Counts - Motorized Vehicles

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				SOLANO DR Northbound				SOLANO DR Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
11:30 AM	0	23	151	0	0	0	168	13	0	0	0	0	0	25	0	20	400	1,885
11:45 AM	0	22	242	0	0	0	237	26	0	0	0	0	0	35	0	31	593	1,916
12:00 PM	0	28	187	0	0	0	204	16	0	0	0	0	0	37	0	29	501	1,774
12:15 PM	0	23	126	0	0	0	162	16	0	0	0	0	0	31	0	33	391	1,736
12:30 PM	0	21	156	0	0	0	177	15	0	0	0	0	0	33	0	29	431	1,832
12:45 PM	0	23	183	0	0	0	183	11	0	0	0	0	0	28	0	23	451	
1:00 PM	0	14	162	0	0	0	203	21	0	0	0	0	0	30	0	33	463	
1:15 PM	0	26	199	0	0	0	195	13	0	0	0	0	0	28	0	26	487	
Count Total	0	180	1,406	0	0	0	1,529	131	0	0	0	0	0	247	0	224	3,717	
Peak Hour	0	94	711	0	0	0	780	73	0	0	0	0	0	136	0	122	1,916	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
11:30 AM	1	0	0	0	1	11:30 AM	0	0	0	0	0	11:30 AM	0	5	12	1	18
11:45 AM	1	0	0	0	1	11:45 AM	0	0	1	0	1	11:45 AM	0	16	26	3	45
12:00 PM	0	0	1	1	2	12:00 PM	0	0	0	0	0	12:00 PM	0	4	8	1	13
12:15 PM	1	0	1	0	2	12:15 PM	0	0	0	0	0	12:15 PM	0	6	6	0	12
12:30 PM	1	0	0	0	1	12:30 PM	0	0	0	0	0	12:30 PM	0	3	4	0	7
12:45 PM	0	0	0	0	0	12:45 PM	0	0	0	0	0	12:45 PM	0	2	3	0	5
1:00 PM	1	0	1	0	2	1:00 PM	0	0	1	0	1	1:00 PM	0	5	12	2	19
1:15 PM	0	0	2	0	2	1:15 PM	0	0	0	0	0	1:15 PM	0	11	30	1	42
Count Total	5	0	5	1	11	Count Total	0	0	2	0	2	Count Total	0	52	101	8	161
Peak Hour	3	0	2	1	6	Peak Hour	0	0	1	0	1	Peak Hour	0	29	44	4	77

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.4%	0.80
WB	0.2%	0.85
NB	0.0%	0.00
SB	0.0%	0.00
All	0.3%	0.83

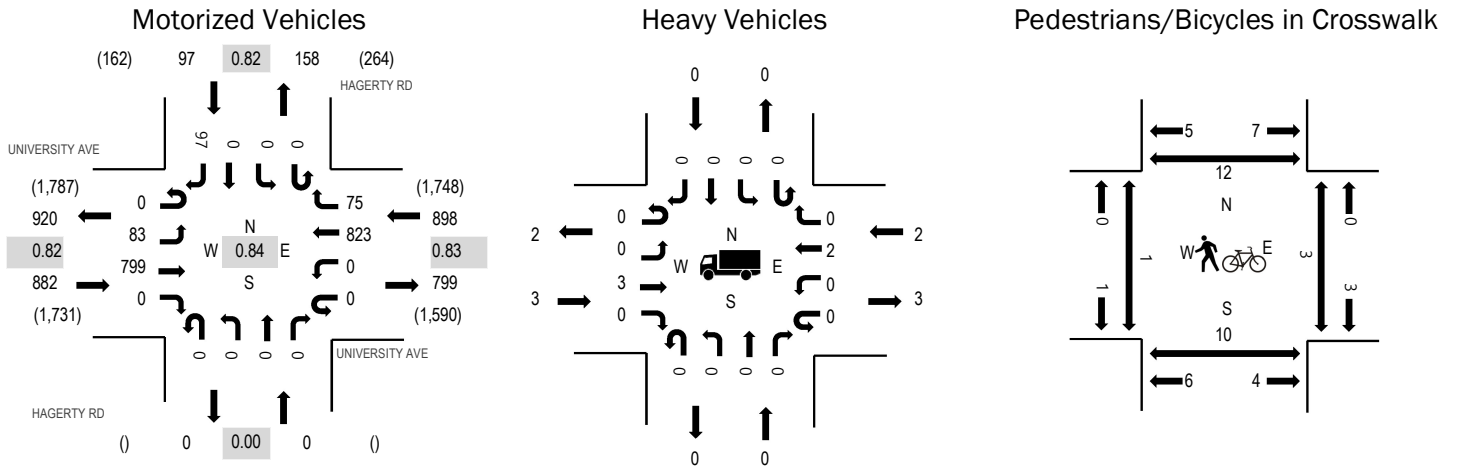
**Traffic Counts - Motorized Vehicles**

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				PHB EAST OF HAGERTY RD Northbound				PHB EAST OF HAGERTY RD Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			
11:30 AM	0	0	171	0	0	0	191	0	0	0	0	0	0	0	0	0	0	362	1,674
11:45 AM	0	0	248	0	0	0	265	0	0	0	0	0	0	0	0	0	0	513	1,695
12:00 PM	0	0	209	0	0	0	214	0	0	0	0	0	0	0	0	0	0	423	1,560
12:15 PM	0	0	160	0	0	0	216	0	0	0	0	0	0	0	0	0	0	376	1,563
12:30 PM	0	0	181	0	0	0	202	0	0	0	0	0	0	0	0	0	0	383	1,646
12:45 PM	0	0	174	0	0	0	204	0	0	0	0	0	0	0	0	0	0	378	
1:00 PM	0	0	196	0	0	0	230	0	0	0	0	0	0	0	0	0	0	426	
1:15 PM	0	0	232	0	0	0	227	0	0	0	0	0	0	0	0	0	0	459	
Count Total	0	0	1,571	0	0	0	1,749	0	0	0	0	0	0	0	0	0	0	3,320	
Peak Hour	0	0	798	0	0	0	897	0	0	0	0	0	0	0	0	0	0	1,695	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
11:30 AM	1	0	0	0	1	11:30 AM	0	0	0	0	0	11:30 AM	0	9	13	9	31
11:45 AM	1	0	0	0	1	11:45 AM	0	0	0	0	0	11:45 AM	0	7	17	17	41
12:00 PM	0	0	1	0	1	12:00 PM	0	0	0	0	0	12:00 PM	0	2	19	19	40
12:15 PM	1	0	1	0	2	12:15 PM	0	0	0	0	0	12:15 PM	0	2	3	6	11
12:30 PM	1	0	0	0	1	12:30 PM	0	0	0	0	0	12:30 PM	0	1	12	10	23
12:45 PM	0	0	0	0	0	12:45 PM	0	0	0	0	0	12:45 PM	0	8	14	24	46
1:00 PM	1	0	1	0	2	1:00 PM	0	0	0	0	0	1:00 PM	0	4	17	12	33
1:15 PM	0	0	2	0	2	1:15 PM	0	0	1	0	1	1:15 PM	0	3	18	9	30
Count Total	5	0	5	0	10	Count Total	0	0	1	0	1	Count Total	0	36	113	106	255
Peak Hour	3	0	2	0	5	Peak Hour	0	0	0	0	0	Peak Hour	0	12	51	52	115

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.3%	0.82
WB	0.2%	0.83
NB	0.0%	0.00
SB	0.0%	0.82
All	0.3%	0.84

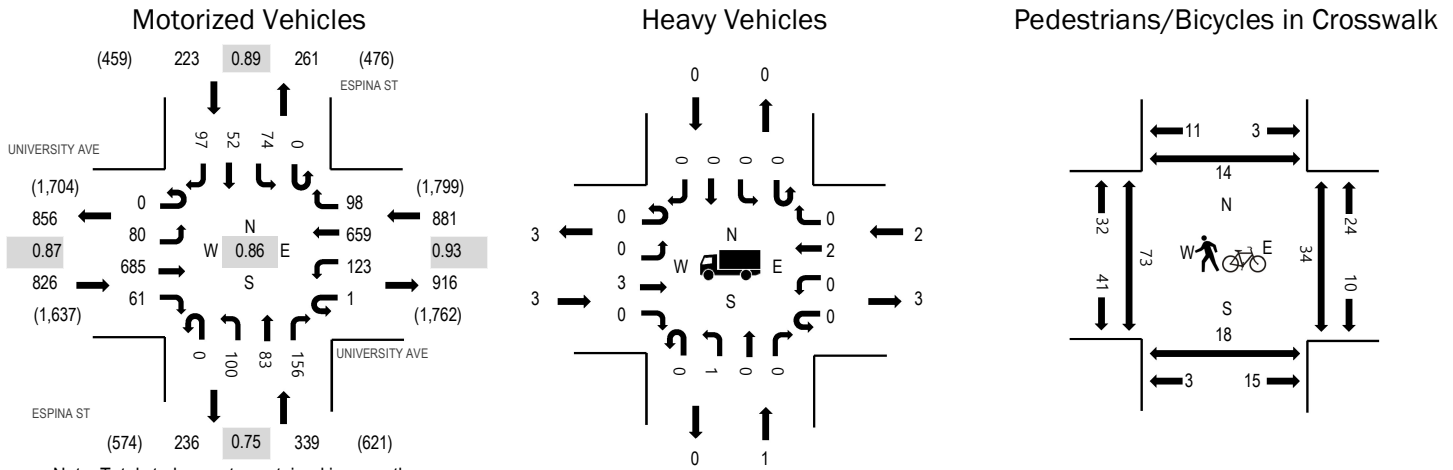
**Traffic Counts - Motorized Vehicles**

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				HAGERTY RD Northbound				HAGERTY RD Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			
11:30 AM	0	11	171	0	0	0	170	17	0	0	0	0	0	0	0	0	15	384	1,840
11:45 AM	0	25	244	0	0	0	252	18	0	0	0	0	0	0	0	0	17	556	1,877
12:00 PM	0	27	214	0	0	0	194	17	0	0	0	0	0	0	0	0	27	479	1,742
12:15 PM	0	19	158	0	0	0	200	21	0	0	0	0	0	0	0	0	23	421	1,721
12:30 PM	0	12	183	0	0	0	177	19	0	0	0	0	0	0	0	0	30	421	1,801
12:45 PM	0	11	185	0	0	0	195	12	0	0	0	0	0	0	0	0	18	421	
1:00 PM	0	14	194	0	0	0	222	8	0	0	0	0	0	0	0	0	20	458	
1:15 PM	0	22	241	0	0	0	215	11	0	0	0	0	0	0	0	0	12	501	
Count Total	0	141	1,590	0	0	0	1,625	123	0	0	0	0	0	0	0	0	162	3,641	
Peak Hour	0	83	799	0	0	0	823	75	0	0	0	0	0	0	0	0	97	1,877	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
11:30 AM	1	0	0	0	1	11:30 AM	0	0	0	0	0	11:30 AM	0	9	0	3	12
11:45 AM	1	0	0	0	1	11:45 AM	0	0	0	0	0	11:45 AM	1	7	1	5	14
12:00 PM	0	0	1	0	1	12:00 PM	0	0	0	0	0	12:00 PM	0	2	2	4	8
12:15 PM	1	0	1	0	2	12:15 PM	0	0	0	0	0	12:15 PM	0	0	0	2	2
12:30 PM	1	0	0	0	1	12:30 PM	0	0	0	0	0	12:30 PM	0	1	0	1	2
12:45 PM	0	0	0	0	0	12:45 PM	0	0	0	0	0	12:45 PM	1	6	1	6	14
1:00 PM	1	0	1	0	2	1:00 PM	0	0	0	0	0	1:00 PM	0	6	0	8	14
1:15 PM	0	0	2	0	2	1:15 PM	0	0	1	0	1	1:15 PM	0	3	0	7	10
Count Total	5	0	5	0	10	Count Total	0	0	1	0	1	Count Total	2	34	4	36	76
Peak Hour	3	0	2	0	5	Peak Hour	0	0	0	0	0	Peak Hour	1	10	3	12	26

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.4%	0.87
WB	0.2%	0.93
NB	0.3%	0.75
SB	0.0%	0.89
All	0.3%	0.86

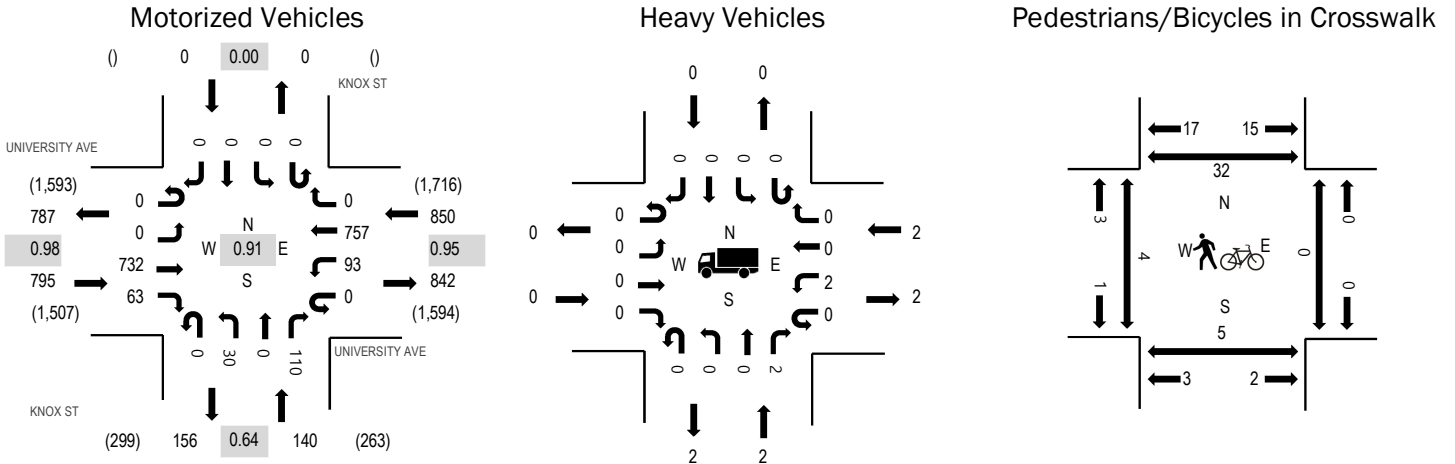
**Traffic Counts - Motorized Vehicles**

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				ESPINA ST Northbound			ESPINA ST Southbound			Total	Rolling Hour		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left			Thru	Right
11:30 AM	0	22	174	25	0	30	145	21	0	21	19	31	0	15	10	22	535	2,269
11:45 AM	0	20	202	15	0	37	187	25	0	29	27	57	0	20	13	30	662	2,224
12:00 PM	0	23	171	11	1	28	176	32	0	26	27	44	0	21	14	25	599	2,135
12:15 PM	0	15	138	10	0	28	151	20	0	24	10	24	0	18	15	20	473	2,146
12:30 PM	0	16	158	15	0	29	169	18	0	7	12	17	0	11	21	17	490	2,247
12:45 PM	0	16	171	26	0	50	158	26	0	26	9	31	0	12	28	20	573	
1:00 PM	0	23	177	26	0	36	188	23	0	16	19	36	0	17	32	17	610	
1:15 PM	0	16	150	17	0	40	171	10	0	35	27	47	0	19	18	24	574	
Count Total	0	151	1,341	145	1	278	1,345	175	0	184	150	287	0	133	151	175	4,516	
Peak Hour	0	80	685	61	1	123	659	98	0	100	83	156	0	74	52	97	2,269	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
11:30 AM	1	0	0	0	1	11:30 AM	0	0	0	2	2	11:30 AM	26	12	7	9	54
11:45 AM	1	0	0	0	1	11:45 AM	0	0	0	0	0	11:45 AM	23	5	14	5	47
12:00 PM	0	0	1	0	1	12:00 PM	0	1	0	0	1	12:00 PM	13	1	11	0	25
12:15 PM	1	1	1	0	3	12:15 PM	0	0	0	0	0	12:15 PM	11	0	2	0	13
12:30 PM	1	0	0	1	2	12:30 PM	1	0	0	0	1	12:30 PM	13	3	10	4	30
12:45 PM	0	1	0	0	1	12:45 PM	0	0	0	0	0	12:45 PM	10	0	8	8	26
1:00 PM	0	0	1	0	1	1:00 PM	0	1	0	0	1	1:00 PM	18	5	8	4	35
1:15 PM	0	0	2	0	2	1:15 PM	0	0	0	0	0	1:15 PM	30	7	11	8	56
Count Total	4	2	5	1	12	Count Total	1	2	0	2	5	Count Total	144	33	71	38	286
Peak Hour	3	1	2	0	6	Peak Hour	0	1	0	2	3	Peak Hour	73	18	34	14	139

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.98
WB	0.2%	0.95
NB	1.4%	0.64
SB	0.0%	0.00
All	0.2%	0.91

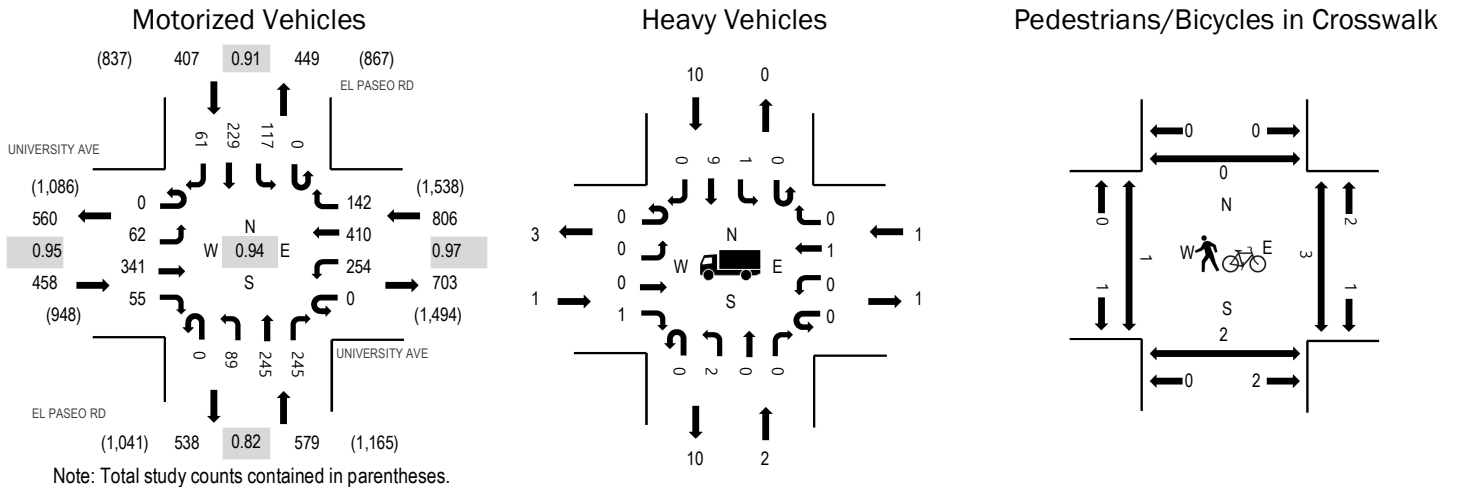
**Traffic Counts - Motorized Vehicles**

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				KNOX ST Northbound				KNOX ST Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
11:30 AM	0	0	176	13	0	16	172	0	0	9	0	23	0	0	0	0	409	1,701
11:45 AM	0	0	170	18	0	47	183	0	0	9	0	23	0	0	0	0	450	1,719
12:00 PM	0	0	180	10	0	17	217	0	0	7	0	31	0	0	0	0	462	1,693
12:15 PM	0	0	135	10	0	12	202	0	0	7	0	14	0	0	0	0	380	1,674
12:30 PM	0	0	181	12	0	8	200	0	0	6	0	20	0	0	0	0	427	1,785
12:45 PM	0	0	192	7	0	13	184	0	0	6	0	22	0	0	0	0	424	
1:00 PM	0	0	182	19	0	36	175	0	0	5	0	26	0	0	0	0	443	
1:15 PM	0	0	177	25	0	36	198	0	0	13	0	42	0	0	0	0	491	
Count Total	0	0	1,393	114	0	185	1,531	0	0	62	0	201	0	0	0	0	3,486	
Peak Hour	0	0	732	63	0	93	757	0	0	30	0	110	0	0	0	0	1,785	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
11:30 AM	0	1	1	0	2	11:30 AM	0	0	0	0	0	11:30 AM	1	0	0	14	15
11:45 AM	1	0	0	0	1	11:45 AM	0	0	0	0	0	11:45 AM	0	1	0	16	17
12:00 PM	0	0	1	0	1	12:00 PM	0	0	0	0	0	12:00 PM	0	0	0	6	6
12:15 PM	0	0	2	0	2	12:15 PM	0	0	0	0	0	12:15 PM	0	0	0	5	5
12:30 PM	0	1	0	0	1	12:30 PM	0	0	0	0	0	12:30 PM	0	2	0	4	6
12:45 PM	0	0	0	0	0	12:45 PM	0	0	0	0	0	12:45 PM	1	2	0	6	9
1:00 PM	0	0	0	0	0	1:00 PM	0	0	0	0	0	1:00 PM	2	1	0	12	15
1:15 PM	0	1	2	0	3	1:15 PM	0	0	0	0	0	1:15 PM	1	0	0	10	11
Count Total	1	3	6	0	10	Count Total	0	0	0	0	0	Count Total	5	6	0	73	84
Peak Hour	0	2	2	0	4	Peak Hour	0	0	0	0	0	Peak Hour	4	5	0	32	41

### Peak Hour



	HV%	PHF
EB	0.2%	0.95
WB	0.1%	0.97
NB	0.3%	0.82
SB	2.5%	0.91
All	0.6%	0.94

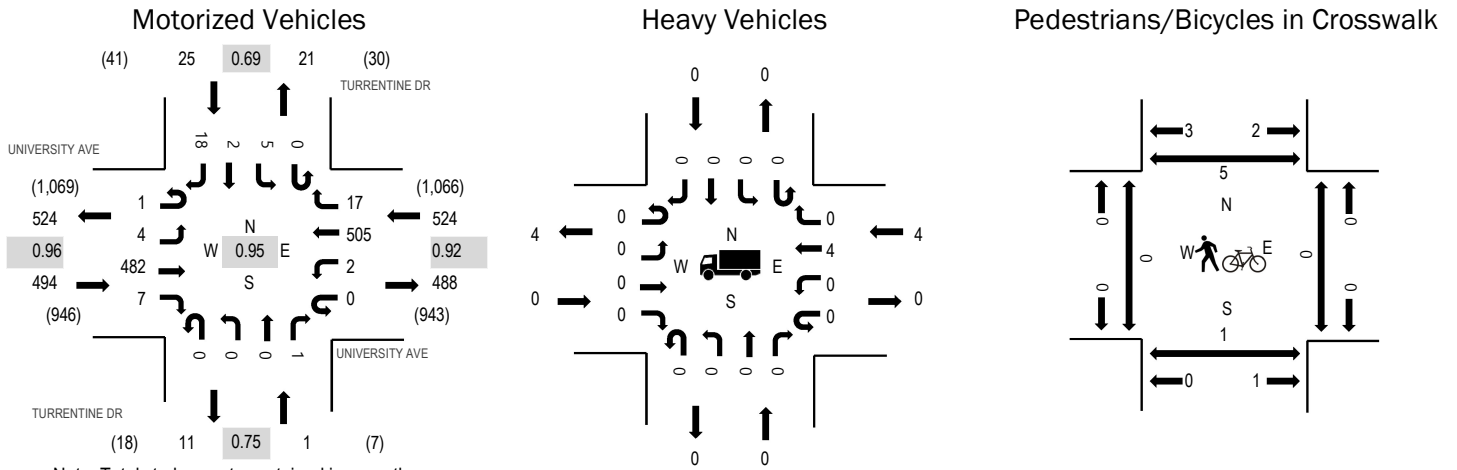
### Traffic Counts - Motorized Vehicles

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				EL PASEO RD Northbound				EL PASEO RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
11:30 AM	0	11	91	17	0	49	84	35	0	18	66	64	0	32	44	17	528	2,245
11:45 AM	0	13	95	14	0	63	100	42	0	23	62	52	0	38	65	13	580	2,250
12:00 PM	0	15	75	14	0	68	93	39	0	29	85	70	0	35	56	17	596	2,241
12:15 PM	0	21	73	13	0	62	117	29	0	25	60	49	0	26	55	11	541	2,177
12:30 PM	0	13	98	14	0	61	100	32	0	12	38	74	0	18	53	20	533	2,243
12:45 PM	0	21	93	13	0	52	107	31	0	20	46	77	0	36	59	16	571	
1:00 PM	0	9	91	13	0	54	85	33	0	14	59	65	0	35	62	12	532	
1:15 PM	0	13	105	13	0	57	111	34	0	26	60	71	0	31	70	16	607	
Count Total	0	116	721	111	0	466	797	275	0	167	476	522	0	251	464	122	4,488	
Peak Hour	0	62	341	55	0	254	410	142	0	89	245	245	0	117	229	61	2,250	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
11:30 AM	0	1	1	3	5	11:30 AM	0	0	0	0	0	11:30 AM	0	0	0	2	2
11:45 AM	1	0	0	2	3	11:45 AM	0	0	1	0	1	11:45 AM	0	0	1	0	1
12:00 PM	0	1	0	2	3	12:00 PM	0	0	0	0	0	12:00 PM	0	0	1	0	1
12:15 PM	0	1	0	3	4	12:15 PM	0	0	0	0	0	12:15 PM	0	0	1	0	1
12:30 PM	0	0	1	3	4	12:30 PM	0	0	0	0	0	12:30 PM	1	2	0	0	3
12:45 PM	0	1	0	0	1	12:45 PM	0	0	0	0	0	12:45 PM	1	1	0	2	4
1:00 PM	0	0	0	3	3	1:00 PM	0	0	0	0	0	1:00 PM	0	0	0	1	1
1:15 PM	0	1	0	4	5	1:15 PM	0	0	0	0	0	1:15 PM	0	1	0	1	2
Count Total	1	5	2	20	28	Count Total	0	0	1	0	1	Count Total	2	4	3	6	15
Peak Hour	1	2	1	10	14	Peak Hour	0	0	1	0	1	Peak Hour	1	2	3	0	6

### Peak Hour



	HV%	PHF
EB	0.0%	0.96
WB	0.8%	0.92
NB	0.0%	0.75
SB	0.0%	0.69
All	0.4%	0.95

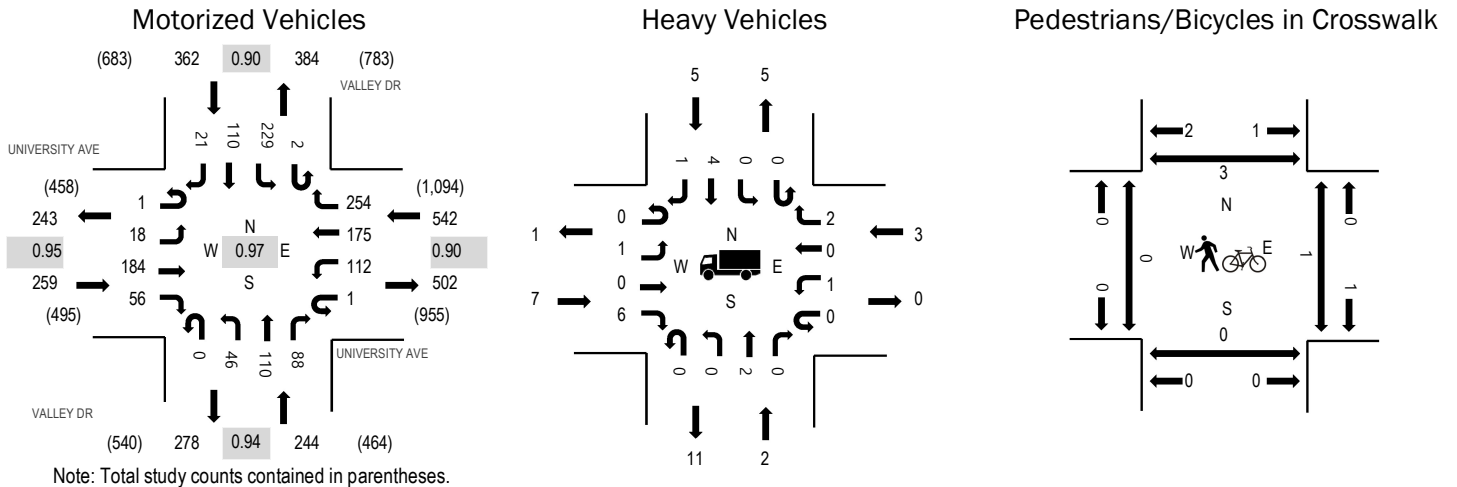
### Traffic Counts - Motorized Vehicles

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				TURRENTINE DR Northbound				TURRENTINE DR Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
11:30 AM	0	1	117	0	0	0	120	0	0	2	0	0	0	3	0	0	243	1,016
11:45 AM	0	1	118	0	0	0	134	0	0	1	0	1	0	3	0	1	259	1,028
12:00 PM	1	1	100	0	1	0	136	2	0	0	0	1	0	2	0	0	244	1,039
12:15 PM	0	2	106	5	0	2	145	2	0	1	0	0	0	3	0	4	270	1,040
12:30 PM	0	0	123	4	0	0	123	2	0	0	0	0	0	1	0	2	255	1,044
12:45 PM	0	1	122	0	0	1	132	5	0	0	0	0	0	2	0	7	270	
1:00 PM	1	3	124	1	0	0	107	3	0	0	0	0	0	1	1	4	245	
1:15 PM	0	0	113	2	0	1	143	7	0	0	1	0	0	1	1	5	274	
Count Total	2	9	923	12	1	4	1,040	21	0	4	0	3	0	16	2	23	2,060	
Peak Hour	1	4	482	7	0	2	505	17	0	0	0	1	0	5	2	18	1,044	

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

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

### Peak Hour



	HV%	PHF
EB	2.7%	0.95
WB	0.6%	0.90
NB	0.8%	0.94
SB	1.4%	0.90
All	1.2%	0.97

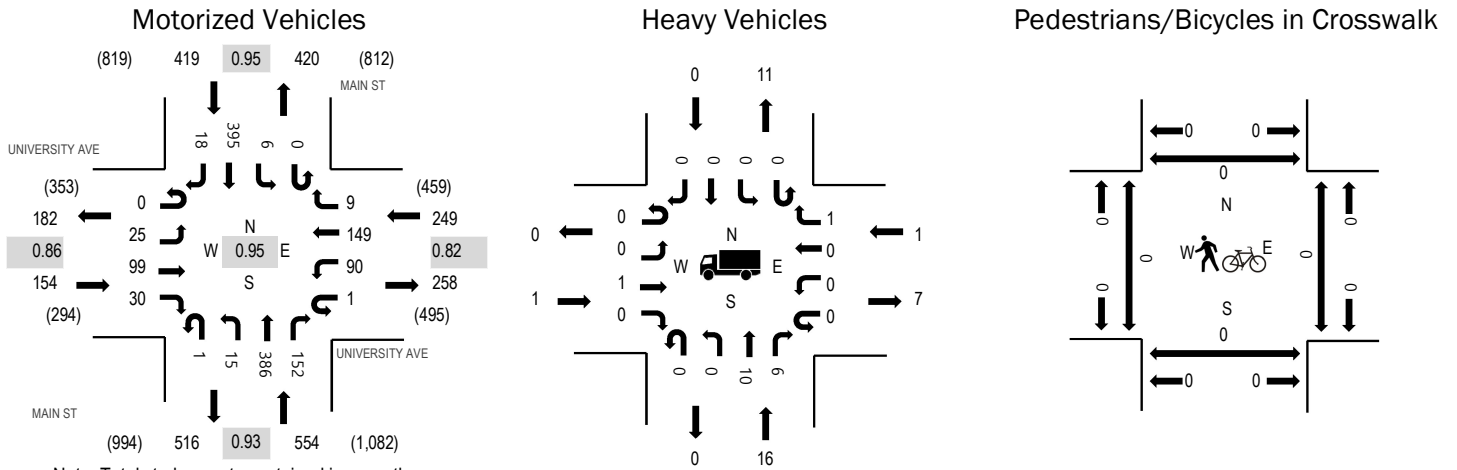
### Traffic Counts - Motorized Vehicles

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				VALLEY DR Northbound				VALLEY DR Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
11:30 AM	0	4	41	8	0	29	30	63	0	7	21	26	0	54	24	4	311	1,330
11:45 AM	0	3	48	8	0	23	43	80	0	9	19	19	0	52	25	4	333	1,375
12:00 PM	0	8	42	13	0	31	33	74	0	22	26	10	0	46	28	9	342	1,406
12:15 PM	0	1	39	9	0	28	59	71	0	11	19	27	0	51	23	6	344	1,407
12:30 PM	1	9	45	15	0	28	32	65	0	11	31	22	0	60	33	4	356	1,406
12:45 PM	0	3	52	14	0	31	49	65	0	10	35	21	1	54	23	6	364	
1:00 PM	0	5	48	18	1	25	35	53	0	14	25	18	1	64	31	5	343	
1:15 PM	0	7	42	12	0	42	32	72	0	14	22	25	0	48	19	8	343	
Count Total	1	40	357	97	1	237	313	543	0	98	198	168	2	429	206	46	2,736	
Peak Hour	1	18	184	56	1	112	175	254	0	46	110	88	2	229	110	21	1,407	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
11:30 AM	0	0	3	1	4	11:30 AM	0	0	0	0	0	11:30 AM	0	0	0	0	0
11:45 AM	2	2	0	0	4	11:45 AM	0	0	1	0	1	11:45 AM	0	0	0	1	1
12:00 PM	0	2	1	1	4	12:00 PM	0	0	0	0	0	12:00 PM	0	0	0	1	1
12:15 PM	1	1	1	3	6	12:15 PM	0	0	0	1	1	12:15 PM	0	0	1	2	3
12:30 PM	3	1	1	1	6	12:30 PM	0	0	1	0	1	12:30 PM	0	0	0	0	0
12:45 PM	1	0	1	0	2	12:45 PM	0	0	0	0	0	12:45 PM	0	0	0	0	0
1:00 PM	2	0	0	1	3	1:00 PM	0	0	0	0	0	1:00 PM	0	0	0	1	1
1:15 PM	0	1	2	0	3	1:15 PM	0	0	0	0	0	1:15 PM	0	0	0	0	0
Count Total	9	7	9	7	32	Count Total	0	0	2	1	3	Count Total	0	0	1	5	6
Peak Hour	7	2	3	5	17	Peak Hour	0	0	1	1	2	Peak Hour	0	0	1	3	4

### Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.6%	0.86
WB	0.4%	0.82
NB	2.9%	0.93
SB	0.0%	0.95
All	1.3%	0.95

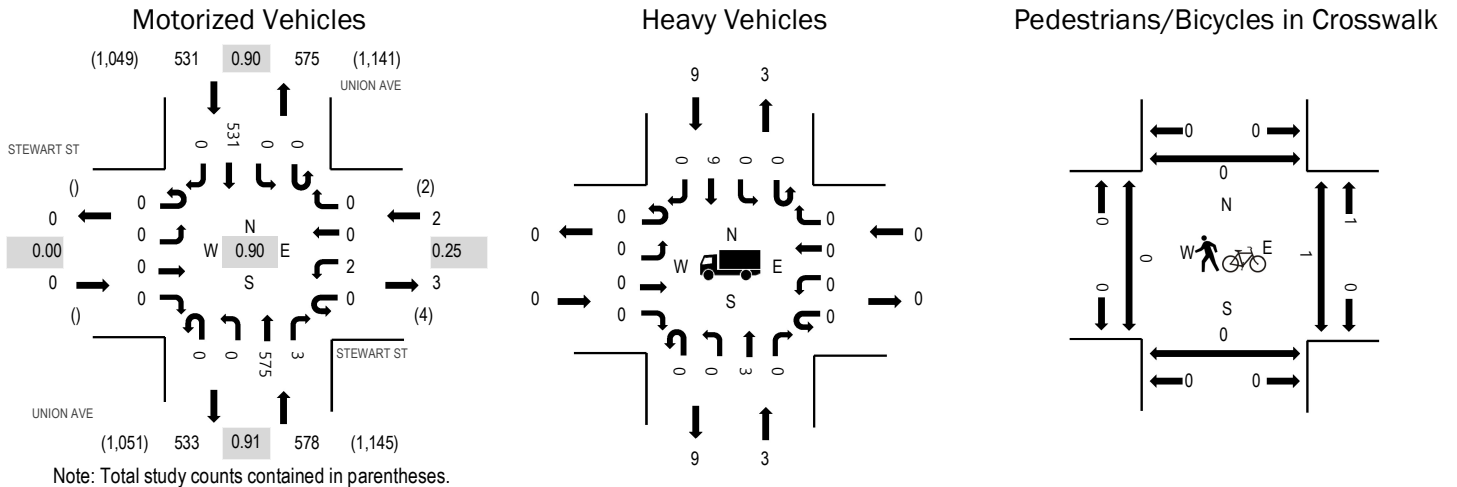
### Traffic Counts - Motorized Vehicles

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				MAIN ST Northbound			MAIN ST Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
11:30 AM	0	6	19	10	0	14	29	1	0	6	88	33	0	4	79	14	303	1,310
11:45 AM	0	4	20	6	0	29	26	1	0	6	87	35	0	2	101	7	324	1,328
12:00 PM	0	7	21	7	0	30	26	2	0	4	98	41	0	3	92	10	341	1,367
12:15 PM	0	1	18	6	0	24	48	4	0	6	96	27	0	2	106	4	342	1,376
12:30 PM	0	5	32	8	0	23	27	0	0	3	98	37	0	2	79	7	321	1,344
12:45 PM	0	11	30	8	0	26	34	4	0	2	95	40	0	1	110	2	363	
1:00 PM	0	8	19	8	1	17	40	1	1	4	97	48	0	1	100	5	350	
1:15 PM	0	7	27	6	0	20	29	3	0	10	88	32	0	0	84	4	310	
Count Total	0	49	186	59	1	183	259	16	1	41	747	293	0	15	751	53	2,654	
Peak Hour	0	25	99	30	1	90	149	9	1	15	386	152	0	6	395	18	1,376	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
11:30 AM	0	2	0	1	3	11:30 AM	0	0	0	0	0	11:30 AM	0	0	0	0	0
11:45 AM	0	4	1	1	6	11:45 AM	0	1	0	0	1	11:45 AM	0	0	0	0	0
12:00 PM	0	4	1	1	6	12:00 PM	0	0	0	0	0	12:00 PM	0	0	0	0	0
12:15 PM	0	3	1	0	4	12:15 PM	0	0	0	0	0	12:15 PM	0	0	0	0	0
12:30 PM	1	7	0	0	8	12:30 PM	0	0	0	0	0	12:30 PM	0	0	0	0	0
12:45 PM	0	1	0	0	1	12:45 PM	0	0	0	0	0	12:45 PM	0	0	0	0	0
1:00 PM	0	5	0	0	5	1:00 PM	0	0	0	0	0	1:00 PM	0	0	0	0	0
1:15 PM	0	2	1	0	3	1:15 PM	0	0	0	0	0	1:15 PM	0	0	0	0	0
Count Total	1	28	4	3	36	Count Total	0	1	0	0	1	Count Total	0	0	0	0	0
Peak Hour	1	16	1	0	18	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

### Peak Hour



	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.25
NB	0.5%	0.91
SB	1.7%	0.90
All	1.1%	0.90

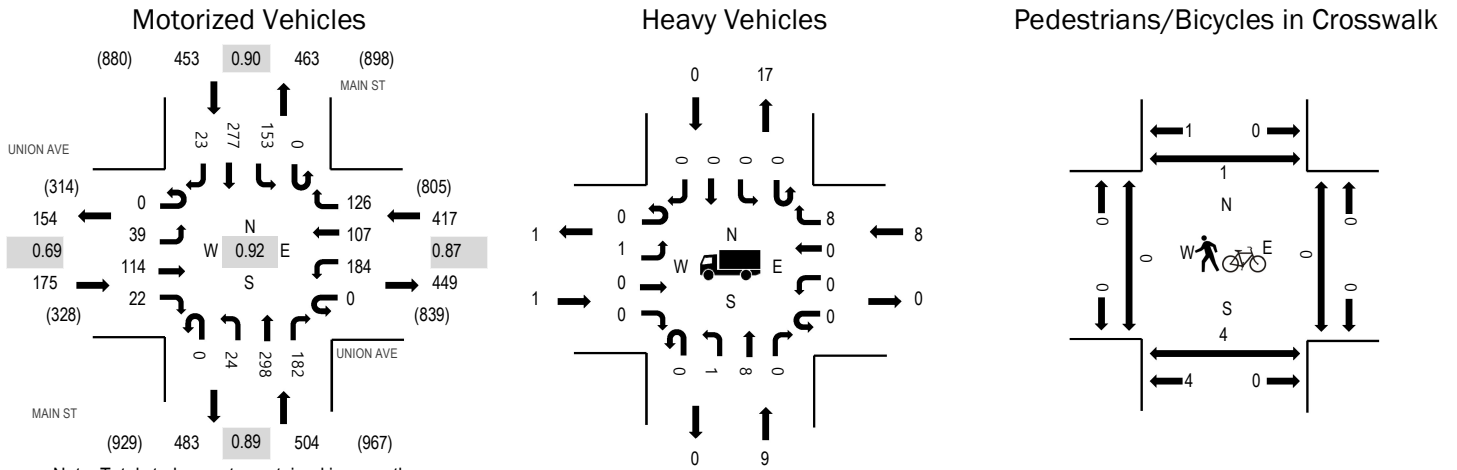
### Traffic Counts - Motorized Vehicles

Interval Start Time	STEWART ST Eastbound				STEWART ST Westbound				UNION AVE Northbound			UNION AVE Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
11:30 AM	0	0	0	0	0	2	0	0	0	0	150	1	0	0	118	0	271	1,111
11:45 AM	0	0	0	0	0	0	0	0	0	0	140	1	0	0	141	0	282	1,100
12:00 PM	0	0	0	0	0	0	0	0	0	0	159	0	0	0	149	0	308	1,091
12:15 PM	0	0	0	0	0	0	0	0	0	0	126	1	0	0	123	0	250	1,082
12:30 PM	0	0	0	0	0	0	0	0	0	0	137	1	0	0	122	0	260	1,085
12:45 PM	0	0	0	0	0	0	0	0	0	0	145	0	0	0	128	0	273	
1:00 PM	0	0	0	0	0	0	0	0	0	0	159	0	0	0	140	0	299	
1:15 PM	0	0	0	0	0	0	0	0	0	0	125	0	0	0	128	0	253	
Count Total	0	0	0	0	0	2	0	0	0	0	1,141	4	0	0	1,049	0	2,196	
Peak Hour	0	0	0	0	0	2	0	0	0	0	575	3	0	0	531	0	1,111	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
11:30 AM	0	1	0	2	3	11:30 AM	0	0	0	0	0	11:30 AM	0	0	0	0	0
11:45 AM	0	1	0	3	4	11:45 AM	0	0	0	0	0	11:45 AM	0	0	1	0	1
12:00 PM	0	1	0	2	3	12:00 PM	0	0	0	0	0	12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	2	2	12:15 PM	0	0	0	1	1	12:15 PM	0	0	0	0	0
12:30 PM	0	1	0	3	4	12:30 PM	0	0	0	0	0	12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	2	2	12:45 PM	0	0	0	0	0	12:45 PM	0	0	3	0	3
1:00 PM	0	0	0	3	3	1:00 PM	0	0	0	0	0	1:00 PM	0	0	1	0	1
1:15 PM	0	2	0	3	5	1:15 PM	0	0	0	0	0	1:15 PM	1	0	0	0	1
Count Total	0	6	0	20	26	Count Total	0	0	0	1	1	Count Total	1	0	5	0	6
Peak Hour	0	3	0	9	12	Peak Hour	0	0	0	1	1	Peak Hour	0	0	1	0	1

### Peak Hour



	HV%	PHF
EB	0.6%	0.69
WB	1.9%	0.87
NB	1.8%	0.89
SB	0.0%	0.90
All	1.2%	0.92

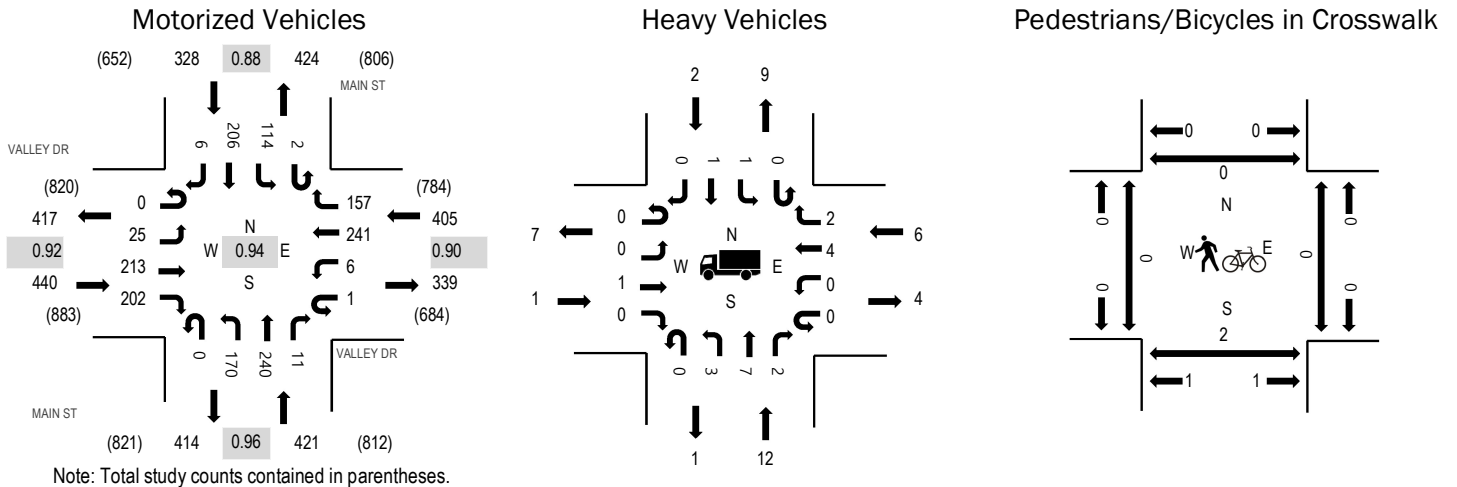
### Traffic Counts - Motorized Vehicles

Interval Start Time	UNION AVE Eastbound				UNION AVE Westbound				MAIN ST Northbound			MAIN ST Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
11:30 AM	0	11	17	5	0	38	25	17	0	3	71	38	0	28	60	5	318	1,461
11:45 AM	0	6	25	4	0	40	29	28	0	4	72	39	0	45	65	7	364	1,504
12:00 PM	0	9	28	11	0	56	36	34	0	7	78	34	0	34	63	13	403	1,530
12:15 PM	0	8	24	5	0	49	28	38	0	9	64	32	0	39	76	4	376	1,549
12:30 PM	0	7	27	4	0	43	24	33	0	5	75	44	0	35	61	3	361	1,519
12:45 PM	0	9	22	6	0	44	27	28	0	7	82	56	0	35	67	7	390	
1:00 PM	0	15	41	7	0	48	28	27	0	3	77	50	0	44	73	9	422	
1:15 PM	0	9	26	2	0	33	24	28	0	3	72	42	0	34	69	4	346	
Count Total	0	74	210	44	0	351	221	233	0	41	591	335	0	294	534	52	2,980	
Peak Hour	0	39	114	22	0	184	107	126	0	24	298	182	0	153	277	23	1,549	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
11:30 AM	1	1	1	1	4	11:30 AM	0	0	0	0	0	11:30 AM	0	0	0	0	0
11:45 AM	0	1	3	1	5	11:45 AM	1	1	0	0	2	11:45 AM	0	0	0	0	0
12:00 PM	0	1	1	1	3	12:00 PM	0	0	0	0	0	12:00 PM	0	1	1	0	2
12:15 PM	0	3	3	0	6	12:15 PM	1	0	0	0	1	12:15 PM	0	1	0	0	1
12:30 PM	0	4	2	0	6	12:30 PM	0	0	1	0	1	12:30 PM	0	0	0	1	1
12:45 PM	0	1	0	0	1	12:45 PM	0	0	0	0	0	12:45 PM	0	0	0	0	0
1:00 PM	1	1	3	0	5	1:00 PM	0	0	1	0	1	1:00 PM	0	3	0	0	3
1:15 PM	0	0	2	1	3	1:15 PM	0	0	0	0	0	1:15 PM	0	0	0	0	0
Count Total	2	12	15	4	33	Count Total	2	1	2	0	5	Count Total	0	5	1	1	7
Peak Hour	1	9	8	0	18	Peak Hour	1	0	2	0	3	Peak Hour	0	4	0	1	5

### Peak Hour



	HV%	PHF
EB	0.2%	0.92
WB	1.5%	0.90
NB	2.9%	0.96
SB	0.6%	0.88
All	1.3%	0.94

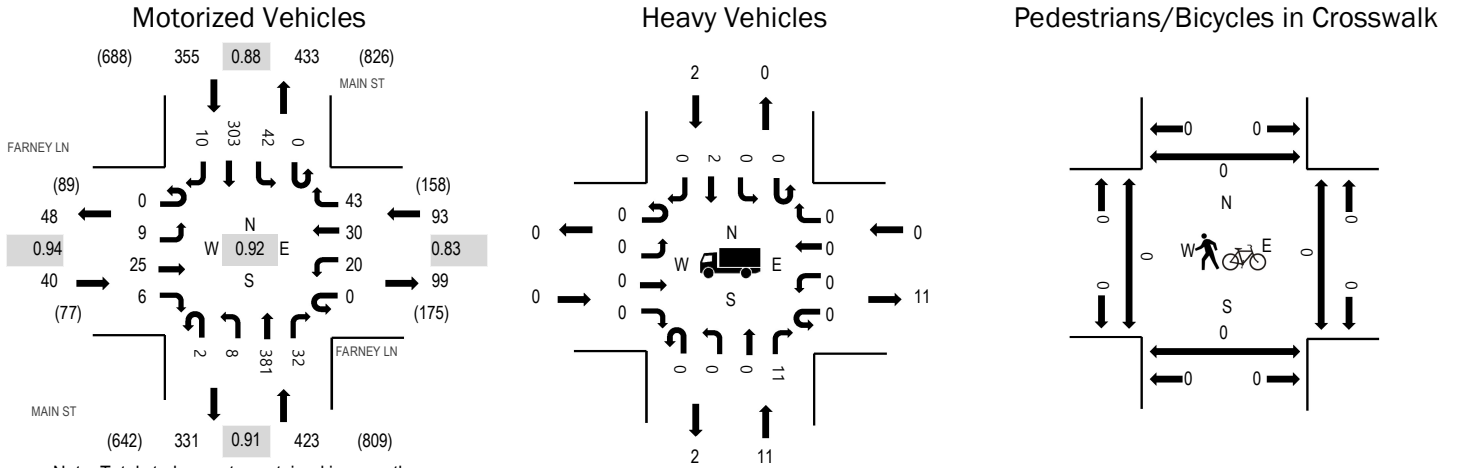
### Traffic Counts - Motorized Vehicles

Interval Start Time	VALLEY DR Eastbound				VALLEY DR Westbound				MAIN ST Northbound			MAIN ST Southbound			Total	Rolling Hour		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left			Thru	Right
11:30 AM	0	7	53	45	0	1	58	32	0	38	54	3	0	30	60	6	387	1,563
11:45 AM	0	4	65	57	0	2	68	31	0	38	54	0	0	20	47	3	389	1,560
12:00 PM	0	4	56	38	0	3	48	42	0	39	66	2	1	38	55	1	393	1,594
12:15 PM	0	10	54	60	0	1	60	30	0	42	56	3	1	23	52	2	394	1,591
12:30 PM	0	3	52	47	0	1	69	38	0	43	60	0	0	30	40	1	384	1,568
12:45 PM	0	8	51	57	1	1	64	47	0	46	58	6	0	23	59	2	423	
1:00 PM	0	1	62	51	0	0	53	36	0	31	65	10	0	28	53	0	390	
1:15 PM	0	3	53	42	0	1	61	36	0	40	58	0	1	21	48	7	371	
Count Total	0	40	446	397	1	10	481	292	0	317	471	24	3	213	414	22	3,131	
Peak Hour	0	25	213	202	1	6	241	157	0	170	240	11	2	114	206	6	1,594	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
11:30 AM	2	2	2	0	6	11:30 AM	0	0	0	0	0	11:30 AM	0	0	0	0	0
11:45 AM	2	2	1	0	5	11:45 AM	0	0	0	0	0	11:45 AM	0	0	0	1	1
12:00 PM	0	4	2	1	7	12:00 PM	0	1	1	0	2	12:00 PM	0	1	0	0	1
12:15 PM	0	3	0	1	4	12:15 PM	0	0	0	0	0	12:15 PM	0	0	0	0	0
12:30 PM	1	5	3	0	9	12:30 PM	1	0	0	0	1	12:30 PM	0	1	0	0	1
12:45 PM	0	0	1	0	1	12:45 PM	0	0	0	0	0	12:45 PM	0	0	0	0	0
1:00 PM	1	3	0	0	4	1:00 PM	0	0	0	0	0	1:00 PM	0	0	0	0	0
1:15 PM	0	2	0	0	2	1:15 PM	0	0	0	0	0	1:15 PM	0	0	0	0	0
Count Total	6	21	9	2	38	Count Total	1	1	1	0	3	Count Total	0	2	0	1	3
Peak Hour	1	12	6	2	21	Peak Hour	1	1	1	0	3	Peak Hour	0	2	0	0	2

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.94
WB	0.0%	0.83
NB	2.6%	0.91
SB	0.6%	0.88
All	1.4%	0.92

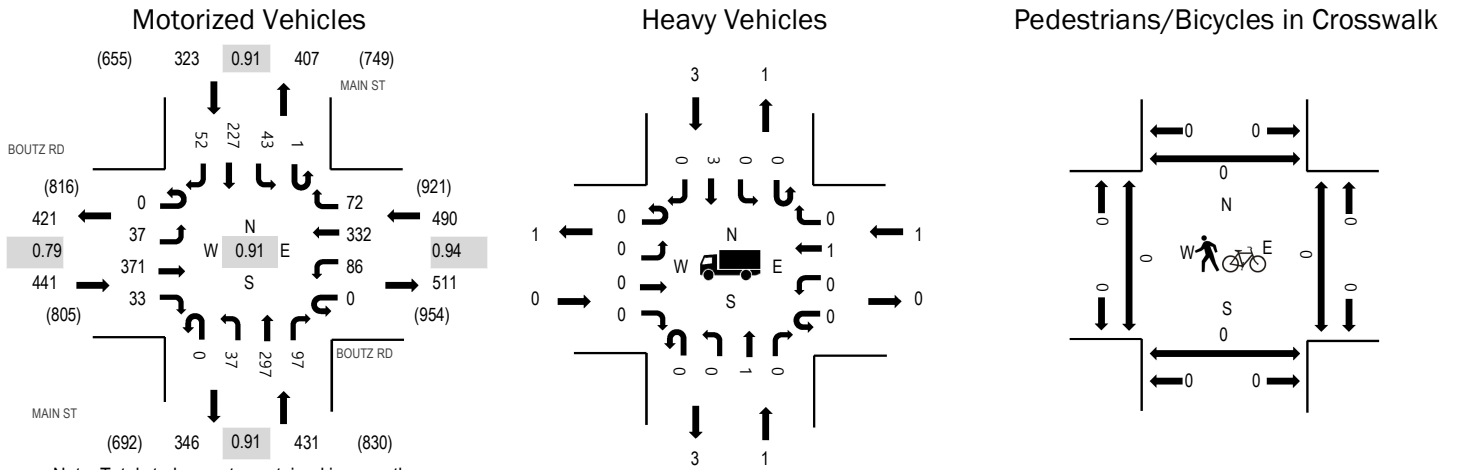
**Traffic Counts - Motorized Vehicles**

Interval Start Time	FARNEY LN Eastbound				FARNEY LN Westbound				MAIN ST Northbound			MAIN ST Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
11:30 AM	0	0	4	1	0	3	2	6	0	2	87	5	0	3	85	3	201	848
11:45 AM	0	3	8	1	0	0	4	8	0	2	79	9	0	9	64	2	189	855
12:00 PM	0	2	10	0	0	7	7	14	0	1	100	5	0	14	86	1	247	911
12:15 PM	0	2	5	3	0	3	4	7	1	2	91	5	0	12	72	4	211	878
12:30 PM	0	4	7	0	0	6	13	5	1	1	90	10	0	4	64	3	208	884
12:45 PM	0	1	3	3	0	4	6	17	0	4	100	12	0	12	81	2	245	
1:00 PM	0	2	7	2	0	2	8	8	0	0	90	6	0	9	78	2	214	
1:15 PM	0	2	4	3	0	3	12	9	1	1	98	6	1	6	68	3	217	
Count Total	0	16	48	13	0	28	56	74	3	13	735	58	1	69	598	20	1,732	
Peak Hour	0	9	25	6	0	20	30	43	2	8	381	32	0	42	303	10	911	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
11:30 AM	0	2	0	0	2	11:30 AM	0	0	0	0	0	11:30 AM	0	0	0	0	0
11:45 AM	0	2	0	1	3	11:45 AM	0	0	0	0	0	11:45 AM	0	0	0	0	0
12:00 PM	0	3	0	1	4	12:00 PM	0	0	0	1	1	12:00 PM	0	0	0	0	0
12:15 PM	0	2	0	1	3	12:15 PM	0	0	0	0	0	12:15 PM	0	0	0	0	0
12:30 PM	0	3	0	0	3	12:30 PM	0	0	0	0	0	12:30 PM	0	0	0	0	0
12:45 PM	0	3	0	0	3	12:45 PM	0	0	1	0	1	12:45 PM	0	0	0	0	0
1:00 PM	0	1	0	0	1	1:00 PM	0	0	0	0	0	1:00 PM	0	0	2	0	2
1:15 PM	0	4	0	0	4	1:15 PM	0	0	0	0	0	1:15 PM	0	0	0	0	0
Count Total	0	20	0	3	23	Count Total	0	0	1	1	2	Count Total	0	0	2	0	2
Peak Hour	0	11	0	2	13	Peak Hour	0	0	1	1	2	Peak Hour	0	0	0	0	0

### Peak Hour



	HV%	PHF
EB	0.0%	0.79
WB	0.2%	0.94
NB	0.2%	0.91
SB	0.9%	0.91
All	0.3%	0.91

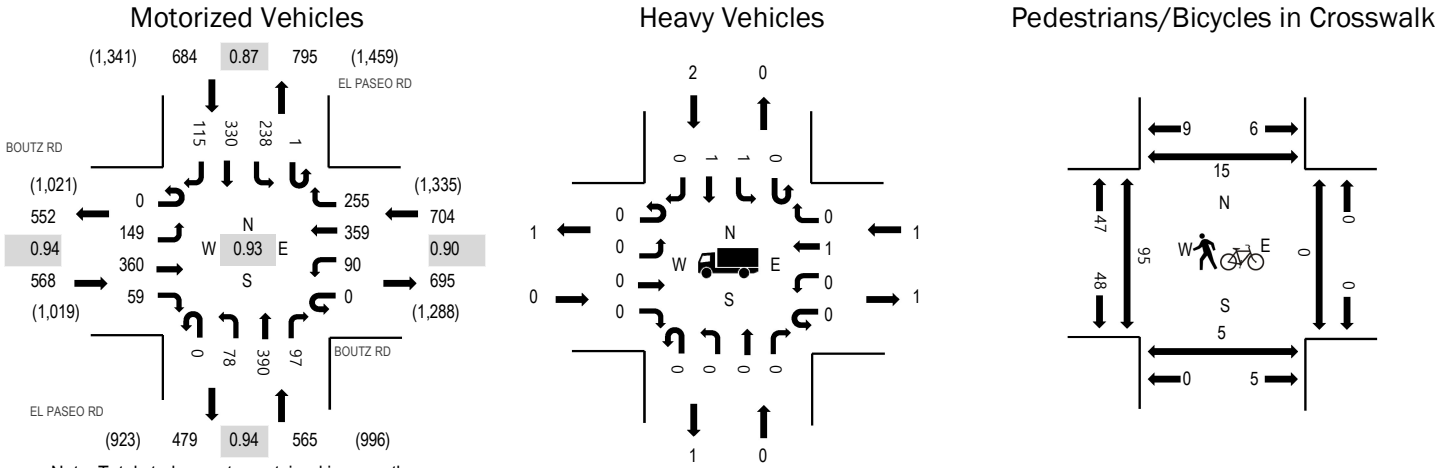
### Traffic Counts - Motorized Vehicles

Interval Start Time	BOUTZ RD Eastbound				BOUTZ RD Westbound				MAIN ST Northbound			MAIN ST Southbound			Total	Rolling Hour		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left			Thru	Right
11:30 AM	0	3	87	5	0	25	91	14	0	10	75	24	0	8	56	13	411	1,685
11:45 AM	0	17	73	7	0	15	87	22	0	4	65	21	0	16	57	14	398	1,636
12:00 PM	0	12	116	12	0	28	76	18	0	12	80	27	1	12	60	8	462	1,646
12:15 PM	0	5	95	9	0	18	78	18	0	11	77	25	0	7	54	17	414	1,551
12:30 PM	0	6	71	6	0	13	93	12	0	10	58	25	0	9	51	8	362	1,526
12:45 PM	0	11	73	8	0	21	83	13	0	12	70	26	0	13	68	10	408	
1:00 PM	0	6	76	11	0	16	58	10	0	10	68	23	0	9	69	11	367	
1:15 PM	0	8	79	9	0	19	78	15	0	10	65	22	0	17	55	12	389	
Count Total	0	68	670	67	0	155	644	122	0	79	558	193	1	91	470	93	3,211	
Peak Hour	0	37	371	33	0	86	332	72	0	37	297	97	1	43	227	52	1,685	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
11:30 AM	0	1	0	0	1	11:30 AM	0	0	0	0	0	11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	1	1	11:45 AM	0	0	0	0	0	11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	1	1	12:00 PM	1	0	0	0	1	12:00 PM	0	0	0	0	0
12:15 PM	0	0	1	1	2	12:15 PM	0	0	0	0	0	12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0	12:30 PM	0	0	0	0	0	12:30 PM	0	1	0	0	1
12:45 PM	0	0	0	0	0	12:45 PM	0	0	0	0	0	12:45 PM	0	0	0	0	0
1:00 PM	0	0	0	0	0	1:00 PM	0	0	0	1	1	1:00 PM	0	0	2	0	2
1:15 PM	0	0	0	0	0	1:15 PM	0	0	0	0	0	1:15 PM	0	0	0	0	0
Count Total	0	1	1	3	5	Count Total	1	0	0	1	2	Count Total	0	1	2	0	3
Peak Hour	0	1	1	3	5	Peak Hour	1	0	0	0	1	Peak Hour	0	0	0	0	0

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.94
WB	0.1%	0.90
NB	0.0%	0.94
SB	0.3%	0.87
All	0.1%	0.93

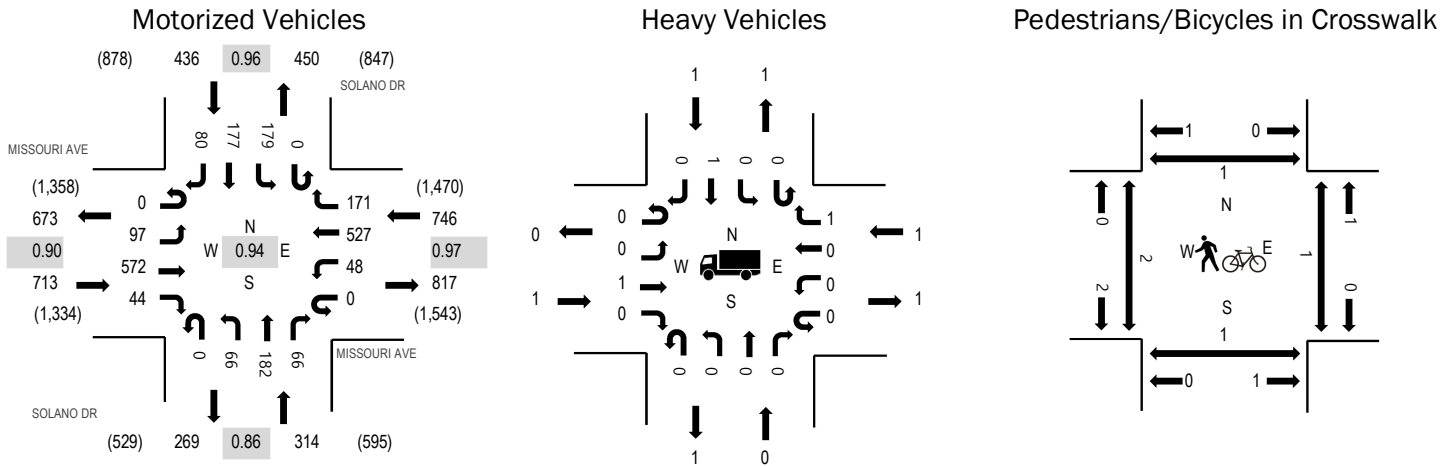
**Traffic Counts - Motorized Vehicles**

Interval Start Time	BOUTZ RD Eastbound				BOUTZ RD Westbound				EL PASEO RD Northbound			EL PASEO RD Southbound			Total	Rolling Hour		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left			Thru	Right
11:30 AM	0	35	72	20	0	24	91	45	0	17	92	31	1	57	62	22	569	2,521
11:45 AM	0	40	94	11	0	19	96	81	0	18	92	25	0	50	81	35	642	2,498
12:00 PM	0	41	97	13	0	20	83	68	0	17	117	17	0	68	110	30	681	2,418
12:15 PM	0	33	97	15	0	27	89	61	0	26	89	24	0	63	77	28	629	2,260
12:30 PM	0	34	66	8	0	12	82	60	0	13	79	15	0	59	92	26	546	2,170
12:45 PM	0	31	76	3	0	21	88	60	0	10	75	26	0	54	84	34	562	
1:00 PM	0	26	81	10	0	18	75	59	0	14	71	21	0	44	88	16	523	
1:15 PM	0	25	81	10	0	19	78	59	0	6	85	16	0	54	79	27	539	
Count Total	0	265	664	90	0	160	682	493	0	121	700	175	1	449	673	218	4,691	
Peak Hour	0	149	360	59	0	90	359	255	0	78	390	97	1	238	330	115	2,521	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
11:30 AM	0	0	0	1	1	11:30 AM	0	0	0	0	0	11:30 AM	28	0	0	3	31
11:45 AM	0	0	0	1	1	11:45 AM	0	0	0	0	0	11:45 AM	27	0	0	4	31
12:00 PM	0	0	0	0	0	12:00 PM	0	0	0	0	0	12:00 PM	24	1	0	3	28
12:15 PM	0	0	1	0	1	12:15 PM	0	0	0	1	1	12:15 PM	16	4	0	5	25
12:30 PM	0	0	0	0	0	12:30 PM	0	0	0	0	0	12:30 PM	5	0	0	2	7
12:45 PM	0	0	0	0	0	12:45 PM	0	0	0	0	0	12:45 PM	4	0	0	2	6
1:00 PM	0	0	0	0	0	1:00 PM	0	0	0	0	0	1:00 PM	1	0	0	1	2
1:15 PM	0	0	0	1	1	1:15 PM	0	0	0	0	0	1:15 PM	4	0	0	0	4
Count Total	0	0	1	3	4	Count Total	0	0	0	1	1	Count Total	109	5	0	20	134
Peak Hour	0	0	1	2	3	Peak Hour	0	0	0	1	1	Peak Hour	95	5	0	15	115

### Peak Hour



	HV%	PHF
EB	0.1%	0.90
WB	0.1%	0.97
NB	0.0%	0.86
SB	0.2%	0.96
All	0.1%	0.94

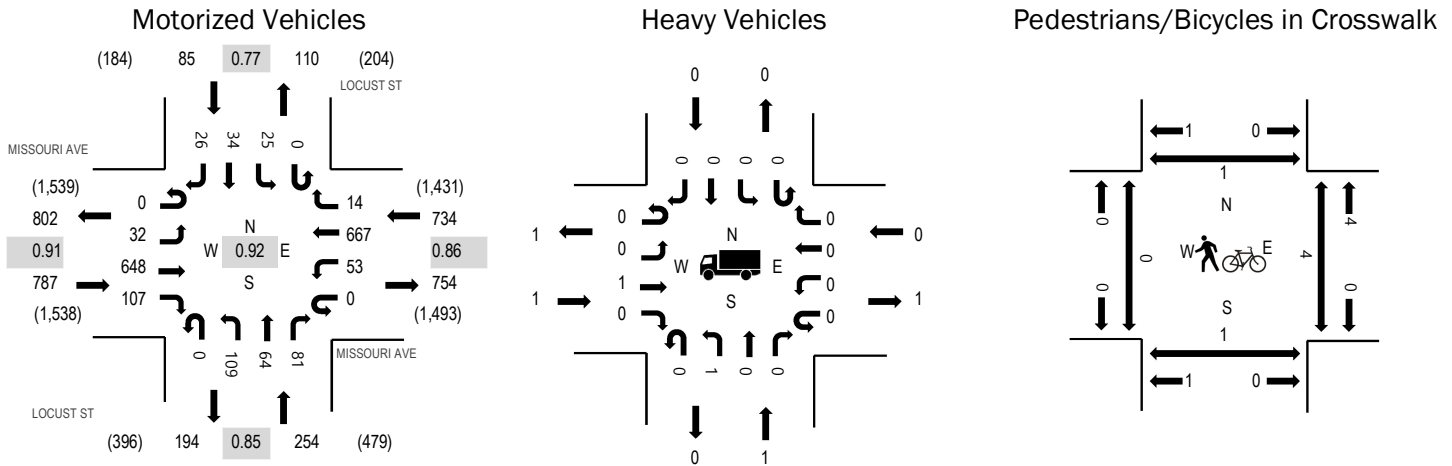
### Traffic Counts - Motorized Vehicles

Interval Start Time	MISSOURI AVE Eastbound				MISSOURI AVE Westbound				SOLANO DR Northbound			SOLANO DR Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
11:30 AM	0	26	140	14	0	7	122	41	0	17	46	8	0	40	52	22	535	2,209
11:45 AM	0	25	118	8	0	18	138	42	0	12	52	22	0	45	41	20	541	2,202
12:00 PM	0	24	164	9	0	14	135	41	0	21	50	21	0	46	42	21	588	2,160
12:15 PM	0	22	150	13	0	9	132	47	0	16	34	15	0	48	42	17	545	2,102
12:30 PM	0	28	120	3	0	11	129	50	0	9	56	10	0	41	36	35	528	2,068
12:45 PM	0	18	135	11	0	16	122	31	0	9	34	16	0	41	37	29	499	
1:00 PM	0	12	140	11	0	11	130	41	0	13	36	21	0	31	55	29	530	
1:15 PM	0	15	119	9	0	12	138	33	0	18	43	16	0	36	48	24	511	
Count Total	0	170	1,086	78	0	98	1,046	326	0	115	351	129	0	328	353	197	4,277	
Peak Hour	0	97	572	44	0	48	527	171	0	66	182	66	0	179	177	80	2,209	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
11:30 AM	1	0	0	0	1	11:30 AM	0	0	0	0	0	11:30 AM	1	0	1	1	3
11:45 AM	0	0	0	1	1	11:45 AM	0	0	0	0	0	11:45 AM	1	1	0	0	2
12:00 PM	0	0	1	0	1	12:00 PM	0	0	0	0	0	12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0	12:15 PM	0	0	0	0	0	12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	2	2	12:30 PM	0	0	0	0	0	12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0	12:45 PM	0	1	0	0	1	12:45 PM	0	2	0	0	2
1:00 PM	1	0	0	0	1	1:00 PM	0	1	0	0	1	1:00 PM	1	1	5	0	7
1:15 PM	0	0	1	0	1	1:15 PM	0	0	0	0	0	1:15 PM	1	1	1	0	3
Count Total	2	0	2	3	7	Count Total	0	2	0	0	2	Count Total	4	5	7	1	17
Peak Hour	1	0	1	1	3	Peak Hour	0	0	0	0	0	Peak Hour	2	1	1	1	5

### Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.1%	0.91
WB	0.0%	0.86
NB	0.4%	0.85
SB	0.0%	0.77
All	0.1%	0.92

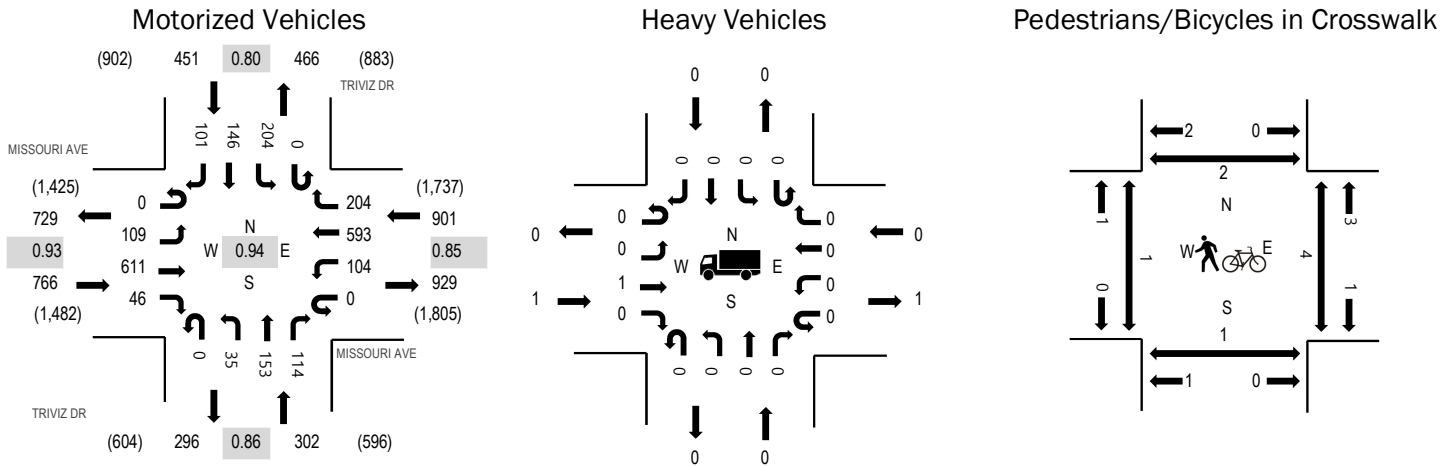
### Traffic Counts - Motorized Vehicles

Interval Start Time	MISSOURI AVE Eastbound				MISSOURI AVE Westbound				LOCUST ST Northbound			LOCUST ST Southbound			Total	Rolling Hour		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left			Thru	Right
11:30 AM	0	8	153	26	0	11	138	3	0	16	13	14	0	5	14	7	408	1,857
11:45 AM	0	7	141	28	0	15	196	2	0	23	16	25	0	5	7	2	467	1,860
12:00 PM	0	14	177	27	0	14	165	6	0	30	25	20	0	5	10	12	505	1,851
12:15 PM	0	8	164	40	0	12	156	3	0	27	11	24	0	12	11	9	477	1,800
12:30 PM	0	3	166	12	0	12	150	3	0	29	12	12	0	3	6	3	411	1,775
12:45 PM	0	8	153	23	0	23	162	7	0	24	16	20	0	7	9	6	458	
1:00 PM	1	6	184	17	0	13	141	4	0	31	7	23	0	4	16	7	454	
1:15 PM	0	5	146	21	0	20	169	6	0	27	11	23	0	7	9	8	452	
Count Total	1	59	1,284	194	0	120	1,277	34	0	207	111	161	0	48	82	54	3,632	
Peak Hour	0	32	648	107	0	53	667	14	0	109	64	81	0	25	34	26	1,860	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
11:30 AM	1	0	0	0	1	11:30 AM	0	0	0	0	0	11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	0	0	11:45 AM	0	0	1	0	1	11:45 AM	0	0	0	0	0
12:00 PM	0	1	0	0	1	12:00 PM	0	0	0	0	0	12:00 PM	0	0	2	0	2
12:15 PM	0	0	0	0	0	12:15 PM	0	0	0	0	0	12:15 PM	0	1	2	0	3
12:30 PM	1	0	0	0	1	12:30 PM	0	0	0	0	0	12:30 PM	0	0	0	1	1
12:45 PM	0	0	0	0	0	12:45 PM	0	0	0	0	0	12:45 PM	0	0	0	0	0
1:00 PM	0	0	0	0	0	1:00 PM	0	0	0	2	2	1:00 PM	0	0	0	3	3
1:15 PM	1	0	1	0	2	1:15 PM	0	0	0	0	0	1:15 PM	0	0	2	0	2
Count Total	3	1	1	0	5	Count Total	0	0	1	2	3	Count Total	0	1	6	4	11
Peak Hour	1	1	0	0	2	Peak Hour	0	0	1	0	1	Peak Hour	0	1	4	1	6

### Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.1%	0.93
WB	0.0%	0.85
NB	0.0%	0.86
SB	0.0%	0.80
All	0.0%	0.94

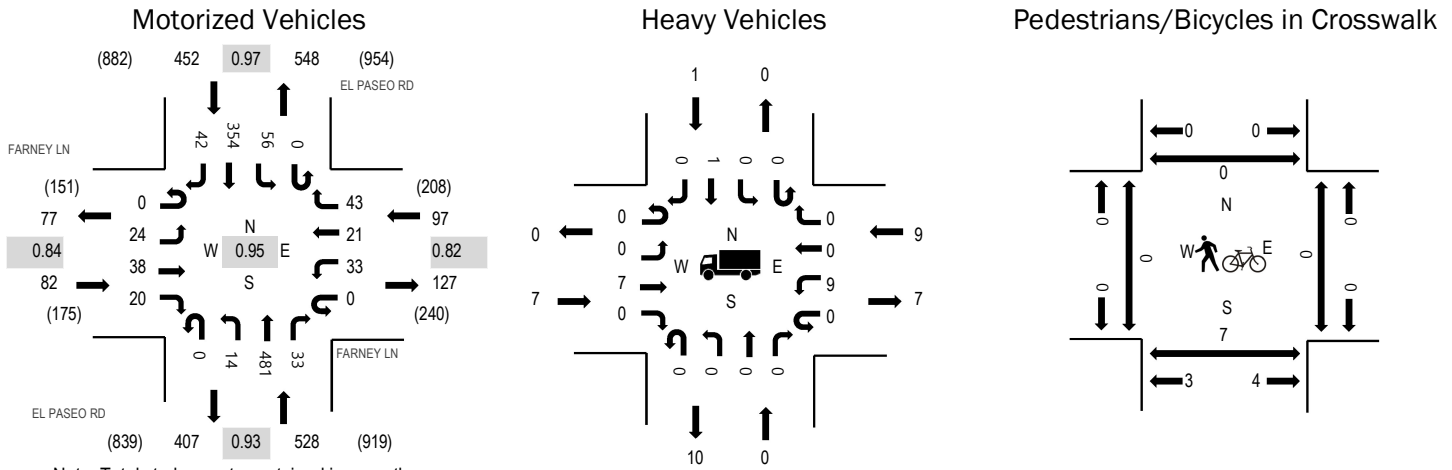
### Traffic Counts - Motorized Vehicles

Interval Start Time	MISSOURI AVE Eastbound				MISSOURI AVE Westbound				TRIVIZ DR Northbound			TRIVIZ DR Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
11:30 AM	0	22	136	11	0	26	116	44	0	8	25	30	0	42	39	11	510	2,303
11:45 AM	0	26	122	12	0	30	149	40	0	17	33	34	0	55	39	34	591	2,376
12:00 PM	0	26	172	9	0	28	170	67	0	10	40	38	0	44	25	18	647	2,420
12:15 PM	0	36	139	11	0	19	127	47	0	7	35	23	0	57	37	17	555	2,389
12:30 PM	0	25	153	14	0	30	156	41	0	10	30	22	0	38	34	30	583	2,414
12:45 PM	0	22	147	12	0	27	140	49	0	8	48	31	0	65	50	36	635	
1:00 PM	0	28	163	16	0	27	138	61	0	12	24	29	0	48	41	29	616	
1:15 PM	0	24	146	10	0	21	143	41	0	9	49	24	0	47	36	30	580	
Count Total	0	209	1,178	95	0	208	1,139	390	0	81	284	231	0	396	301	205	4,717	
Peak Hour	0	109	611	46	0	104	593	204	0	35	153	114	0	204	146	101	2,420	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
11:30 AM	0	0	0	0	0	11:30 AM	0	0	0	0	0	11:30 AM	0	0	1	0	1
11:45 AM	0	0	0	0	0	11:45 AM	0	0	1	0	1	11:45 AM	2	0	0	2	4
12:00 PM	0	0	0	0	0	12:00 PM	0	0	0	0	0	12:00 PM	1	0	1	0	2
12:15 PM	0	0	0	0	0	12:15 PM	0	0	0	0	0	12:15 PM	0	0	2	1	3
12:30 PM	1	0	0	0	1	12:30 PM	0	0	0	0	0	12:30 PM	0	1	0	0	1
12:45 PM	0	0	0	0	0	12:45 PM	0	0	0	0	0	12:45 PM	0	0	1	1	2
1:00 PM	0	0	0	0	0	1:00 PM	0	0	1	0	1	1:00 PM	0	1	1	0	2
1:15 PM	0	0	0	0	0	1:15 PM	0	0	0	0	0	1:15 PM	0	0	1	1	2
Count Total	1	0	0	0	1	Count Total	0	0	2	0	2	Count Total	3	2	7	5	17
Peak Hour	1	0	0	0	1	Peak Hour	0	0	0	0	0	Peak Hour	1	1	4	2	8

### Peak Hour



	HV%	PHF
EB	8.5%	0.84
WB	9.3%	0.82
NB	0.0%	0.93
SB	0.2%	0.97
All	1.5%	0.95

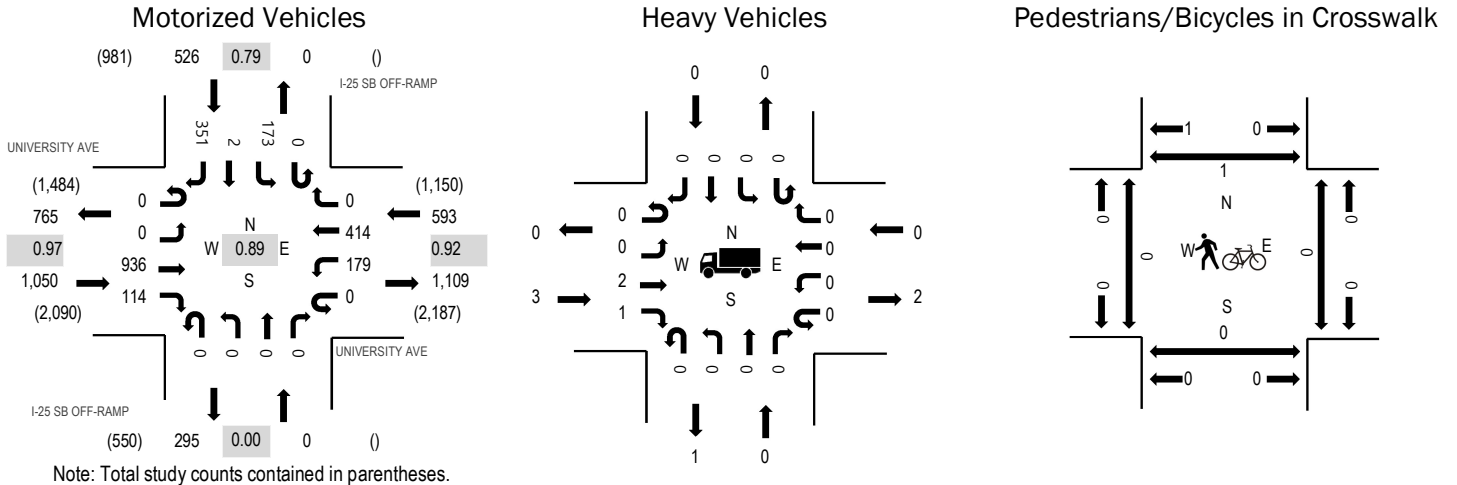
### Traffic Counts - Motorized Vehicles

Interval Start Time	FARNEY LN Eastbound				FARNEY LN Westbound				EL PASEO RD Northbound			EL PASEO RD Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
11:30 AM	0	5	9	2	0	9	2	9	0	2	118	8	0	22	87	8	281	1,159
11:45 AM	0	7	9	6	0	8	8	13	0	4	114	9	0	12	94	7	291	1,117
12:00 PM	0	8	12	9	0	6	4	11	0	5	132	5	0	11	90	12	305	1,092
12:15 PM	0	4	8	3	0	10	7	10	0	3	117	11	0	11	83	15	282	1,041
12:30 PM	0	8	14	4	0	12	9	6	0	4	77	5	0	7	86	7	239	1,025
12:45 PM	0	8	13	6	0	12	9	7	0	1	93	8	0	10	89	10	266	
1:00 PM	0	5	8	4	0	7	7	8	0	2	86	12	0	12	102	1	254	
1:15 PM	0	7	10	6	0	13	12	9	0	4	92	7	0	7	91	8	266	
Count Total	0	52	83	40	0	77	58	73	0	25	829	65	0	92	722	68	2,184	
Peak Hour	0	24	38	20	0	33	21	43	0	14	481	33	0	56	354	42	1,159	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
11:30 AM	0	0	3	0	3	11:30 AM	0	0	0	0	0	11:30 AM	0	0	0	0	0
11:45 AM	3	0	1	1	5	11:45 AM	0	0	0	0	0	11:45 AM	0	3	0	0	3
12:00 PM	3	0	2	0	5	12:00 PM	0	0	0	0	0	12:00 PM	0	1	0	0	1
12:15 PM	1	0	3	0	4	12:15 PM	1	0	0	0	1	12:15 PM	0	3	0	0	3
12:30 PM	2	0	3	0	5	12:30 PM	0	0	0	1	1	12:30 PM	0	2	0	0	2
12:45 PM	3	0	1	0	4	12:45 PM	0	0	1	0	1	12:45 PM	0	0	0	0	0
1:00 PM	1	0	2	0	3	1:00 PM	0	0	0	0	0	1:00 PM	0	0	0	0	0
1:15 PM	2	0	3	1	6	1:15 PM	0	0	1	0	1	1:15 PM	1	0	1	0	2
Count Total	15	0	18	2	35	Count Total	1	0	2	1	4	Count Total	1	9	1	0	11
Peak Hour	7	0	9	1	17	Peak Hour	1	0	0	0	1	Peak Hour	0	7	0	0	7

**Peak Hour**



	HV%	PHF
EB	0.3%	0.97
WB	0.0%	0.92
NB	0.0%	0.00
SB	0.0%	0.79
All	0.1%	0.89

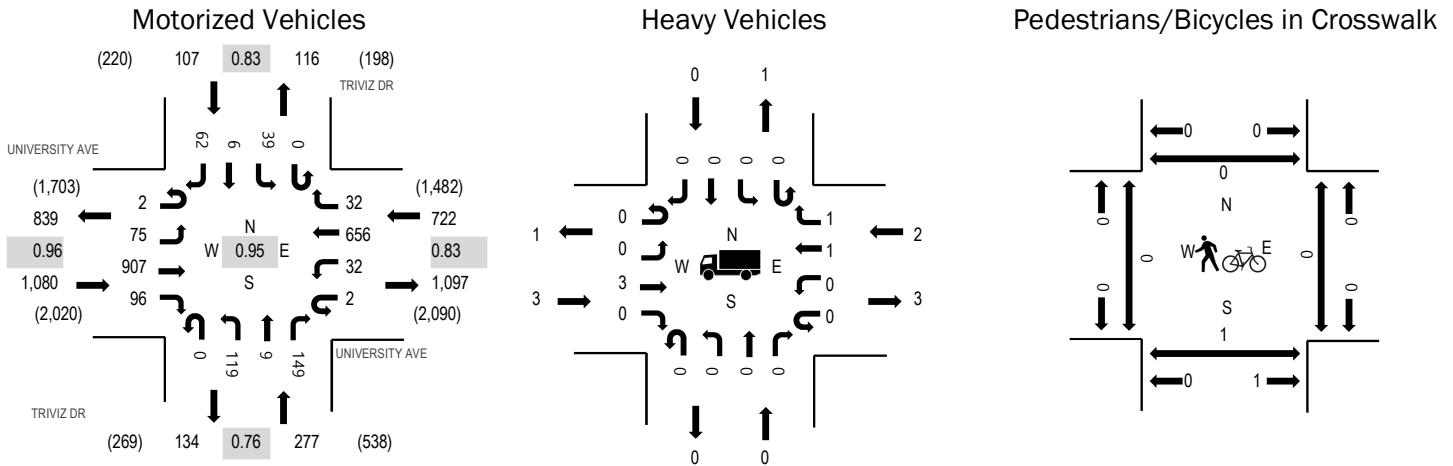
**Traffic Counts - Motorized Vehicles**

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				I-25 SB OFF-RAMP Northbound				I-25 SB OFF-RAMP Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
2:30 PM	0	0	182	19	0	27	117	0	0	0	0	0	0	33	0	68	446	2,052
2:45 PM	0	0	242	36	0	34	107	0	0	0	0	0	0	49	0	78	546	2,135
3:00 PM	0	0	244	36	0	46	95	0	0	0	0	0	0	29	0	82	532	2,127
3:15 PM	0	0	259	22	0	35	96	0	0	0	0	0	0	40	0	76	528	2,090
3:30 PM	0	0	228	24	0	44	118	0	0	0	0	0	0	46	0	69	529	2,169
3:45 PM	0	0	233	22	0	48	110	0	0	0	0	0	0	35	1	89	538	
4:00 PM	0	0	236	29	0	35	76	0	0	0	0	0	0	42	0	77	495	
4:15 PM	0	0	239	39	0	52	110	0	0	0	0	0	0	50	1	116	607	
Count Total	0	0	1,863	227	0	321	829	0	0	0	0	0	0	324	2	655	4,221	
Peak Hour	0	0	936	114	0	179	414	0	0	0	0	0	0	173	2	351	2,169	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0
2:45 PM	2	0	1	0	3	2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0	0
3:00 PM	0	0	0	1	1	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:15 PM	0	0	1	0	1	3:15 PM	0	0	0	0	0	3:15 PM	0	1	0	0	1
3:30 PM	1	0	0	0	1	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:45 PM	2	0	0	0	2	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0	4:00 PM	1	0	0	0	1	4:00 PM	0	0	0	1	1
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
Count Total	5	0	2	1	8	Count Total	1	0	0	0	1	Count Total	0	1	0	1	2
Peak Hour	3	0	0	0	3	Peak Hour	1	0	0	0	1	Peak Hour	0	0	0	1	1

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.3%	0.96
WB	0.3%	0.83
NB	0.0%	0.76
SB	0.0%	0.83
All	0.2%	0.95

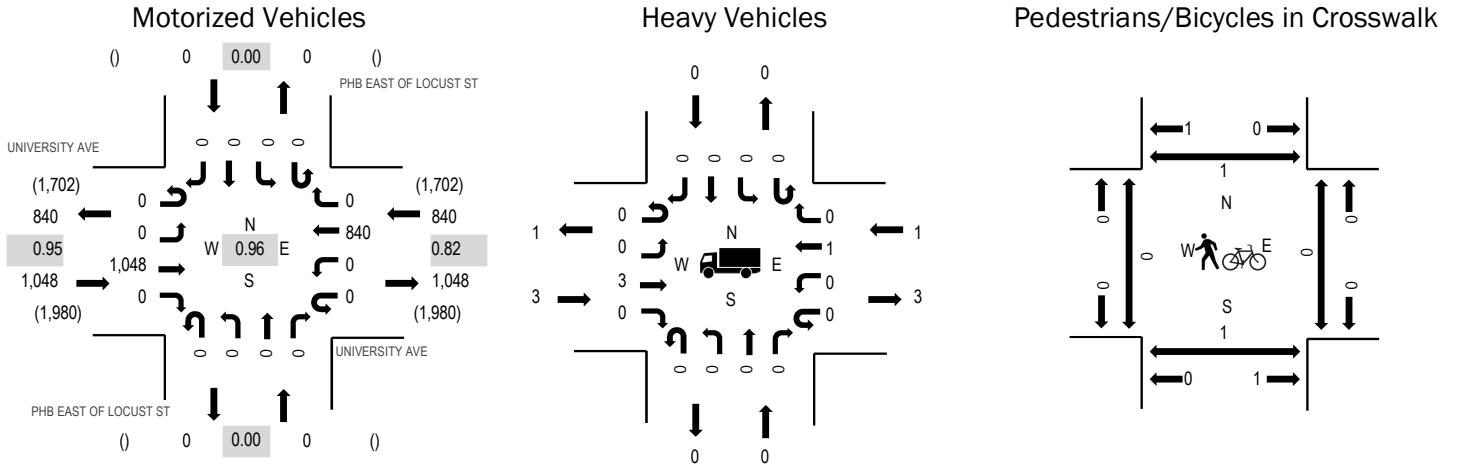
**Traffic Counts - Motorized Vehicles**

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				TRIVIZ DR Northbound			TRIVIZ DR Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
2:30 PM	0	13	163	25	1	6	158	5	0	19	1	27	0	9	2	24	453	2,121
2:45 PM	0	27	219	21	0	13	187	6	0	30	4	39	0	10	1	17	574	2,186
3:00 PM	1	17	227	25	0	5	151	9	0	42	2	49	0	9	1	18	556	2,157
3:15 PM	0	14	243	25	0	6	157	7	0	32	2	27	0	13	2	10	538	2,092
3:30 PM	1	17	218	25	2	8	161	10	0	15	1	34	0	7	2	17	518	2,139
3:45 PM	0	12	198	22	0	11	190	8	0	35	1	44	0	4	3	17	545	
4:00 PM	0	14	223	17	0	9	133	7	0	18	2	44	0	6	1	17	491	
4:15 PM	0	12	216	25	0	13	213	6	0	22	1	47	0	11	1	18	585	
Count Total	2	126	1,707	185	3	71	1,350	58	0	213	14	311	0	69	13	138	4,260	
Peak Hour	2	75	907	96	2	32	656	32	0	119	9	149	0	39	6	62	2,186	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0	2:30 PM	1	0	0	0	1
2:45 PM	2	0	1	0	3	2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0	0
3:00 PM	0	0	1	0	1	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0	3:15 PM	0	1	0	0	1
3:30 PM	1	0	0	0	1	3:30 PM	1	0	0	0	1	3:30 PM	0	0	0	0	0
3:45 PM	2	0	0	0	2	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0	4:00 PM	0	1	0	0	1	4:00 PM	1	0	0	0	1
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
Count Total	5	0	2	0	7	Count Total	1	1	0	0	2	Count Total	2	1	0	0	3
Peak Hour	3	0	2	0	5	Peak Hour	1	0	0	0	1	Peak Hour	0	1	0	0	1

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.3%	0.95
WB	0.1%	0.82
NB	0.0%	0.00
SB	0.0%	0.00
All	0.2%	0.96

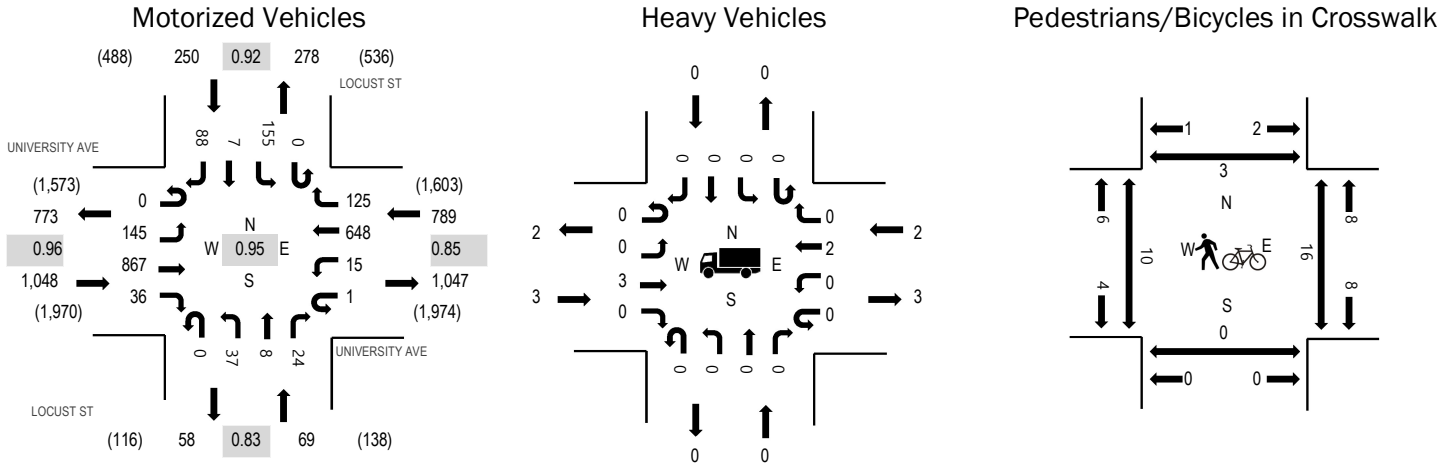
Traffic Counts - Motorized Vehicles

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				PHB EAST OF LOCUST ST Northbound				PHB EAST OF LOCUST ST Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
2:30 PM	0	0	207	0	0	0	195	0	0	0	0	0	0	0	0	0	402	1,844
2:45 PM	0	0	263	0	0	0	229	0	0	0	0	0	0	0	0	0	492	1,888
3:00 PM	0	0	258	0	0	0	213	0	0	0	0	0	0	0	0	0	471	1,864
3:15 PM	0	0	275	0	0	0	204	0	0	0	0	0	0	0	0	0	479	1,807
3:30 PM	0	0	252	0	0	0	194	0	0	0	0	0	0	0	0	0	446	1,838
3:45 PM	0	0	231	0	0	0	237	0	0	0	0	0	0	0	0	0	468	
4:00 PM	0	0	245	0	0	0	169	0	0	0	0	0	0	0	0	0	414	
4:15 PM	0	0	249	0	0	0	261	0	0	0	0	0	0	0	0	0	510	
Count Total	0	0	1,980	0	0	0	1,702	0	0	0	0	0	0	0	0	0	3,682	
Peak Hour	0	0	1,048	0	0	0	840	0	0	0	0	0	0	0	0	0	1,888	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0
2:45 PM	2	0	0	0	2	2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0	0
3:00 PM	0	0	1	0	1	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0	3:15 PM	0	1	0	1	2
3:30 PM	1	0	0	0	1	3:30 PM	1	0	0	0	1	3:30 PM	0	0	0	0	0
3:45 PM	2	0	0	0	2	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	1	1
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
Count Total	5	0	1	0	6	Count Total	1	0	0	0	1	Count Total	0	1	0	2	3
Peak Hour	3	0	1	0	4	Peak Hour	1	0	0	0	1	Peak Hour	0	1	0	1	2

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.3%	0.96
WB	0.3%	0.85
NB	0.0%	0.83
SB	0.0%	0.92
All	0.2%	0.95

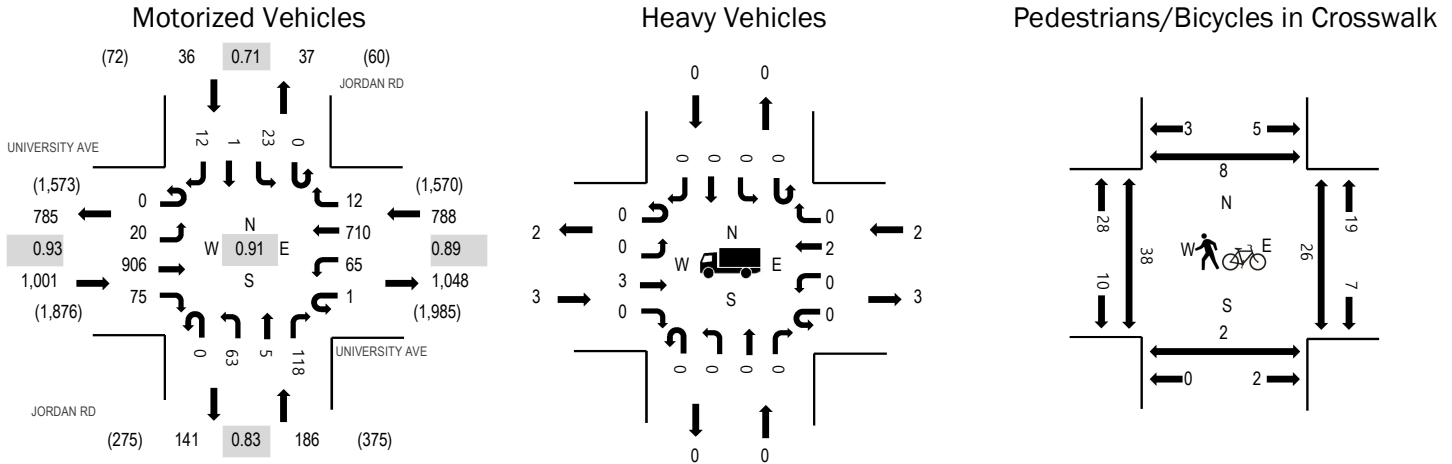
**Traffic Counts - Motorized Vehicles**

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				LOCUST ST Northbound			LOCUST ST Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
2:30 PM	0	24	170	4	0	6	148	25	0	8	1	5	0	28	2	22	443	2,072
2:45 PM	0	29	227	13	0	3	192	34	0	18	1	5	0	34	1	13	570	2,156
3:00 PM	0	26	205	5	0	4	161	31	0	6	3	6	0	38	4	21	510	2,119
3:15 PM	0	47	218	8	1	6	148	31	0	10	3	2	0	51	1	23	549	2,091
3:30 PM	0	43	217	10	0	2	147	29	0	3	1	11	0	32	1	31	527	2,127
3:45 PM	0	21	179	6	0	4	198	38	0	7	3	4	0	47	1	25	533	
4:00 PM	0	34	204	9	0	5	127	29	0	13	2	6	0	31	1	21	482	
4:15 PM	0	43	214	14	0	2	199	33	0	10	5	5	0	34	4	22	585	
Count Total	0	267	1,634	69	1	32	1,320	250	0	75	19	44	0	295	15	178	4,199	
Peak Hour	0	145	867	36	1	15	648	125	0	37	8	24	0	155	7	88	2,156	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0	2:30 PM	0	0	1	0	1
2:45 PM	2	0	0	0	2	2:45 PM	0	1	0	2	3	2:45 PM	3	0	8	3	14
3:00 PM	0	0	2	0	2	3:00 PM	0	1	0	1	1	3:00 PM	2	0	6	0	8
3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0	3:15 PM	5	0	2	0	7
3:30 PM	1	0	0	0	1	3:30 PM	1	0	0	1	1	3:30 PM	0	0	0	0	0
3:45 PM	2	0	0	0	2	3:45 PM	0	0	0	1	1	3:45 PM	1	0	2	0	3
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	3	1	2	0	6
4:15 PM	0	0	0	0	0	4:15 PM	0	1	0	1	1	4:15 PM	0	0	8	0	8
Count Total	5	0	2	0	7	Count Total	1	3	0	3	7	Count Total	14	1	29	3	47
Peak Hour	3	0	2	0	5	Peak Hour	1	2	0	2	5	Peak Hour	10	0	16	3	29

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.3%	0.93
WB	0.3%	0.89
NB	0.0%	0.83
SB	0.0%	0.71
All	0.2%	0.91

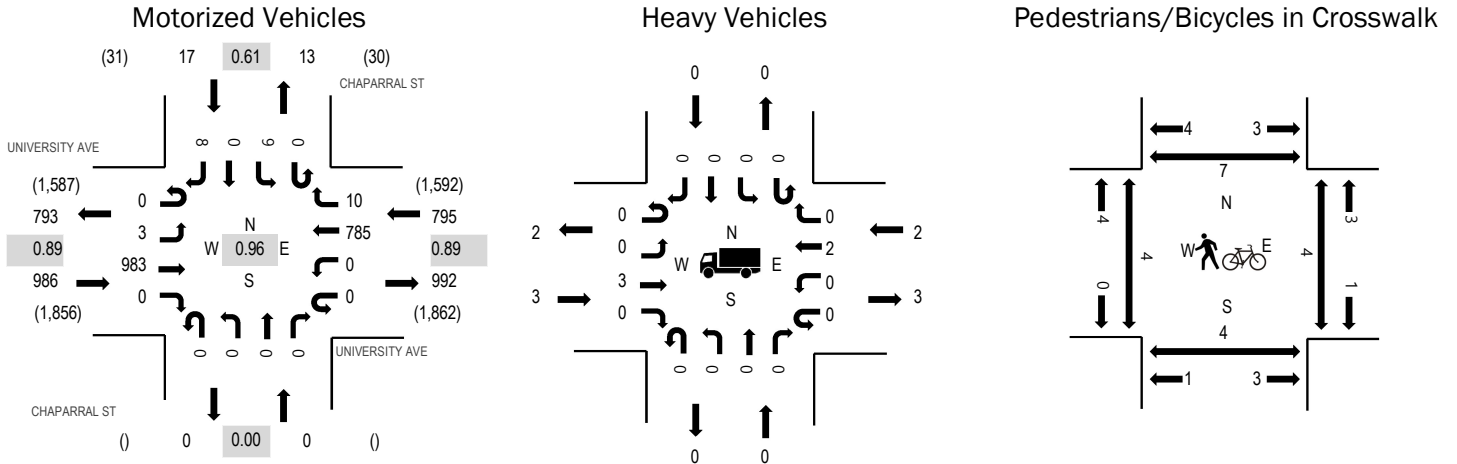
**Traffic Counts - Motorized Vehicles**

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				JORDAN RD Northbound			JORDAN RD Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
2:30 PM	0	4	185	19	0	21	168	1	0	10	0	21	0	6	1	1	437	1,951
2:45 PM	0	4	228	22	0	30	189	6	0	18	2	41	0	7	0	5	552	2,011
3:00 PM	0	10	183	20	1	14	175	3	0	17	2	27	0	8	0	6	466	1,944
3:15 PM	0	4	246	14	0	9	181	1	0	11	0	24	0	4	1	1	496	1,944
3:30 PM	0	2	249	19	0	12	165	2	0	17	1	26	0	4	0	0	497	1,942
3:45 PM	0	1	186	15	0	20	213	2	0	22	1	17	0	5	0	3	485	
4:00 PM	0	3	216	18	0	12	146	2	0	30	0	27	0	9	0	3	466	
4:15 PM	0	1	214	13	0	14	175	8	0	15	0	46	0	5	1	2	494	
Count Total	0	29	1,707	140	1	132	1,412	25	0	140	6	229	0	48	3	21	3,893	
Peak Hour	0	20	906	75	1	65	710	12	0	63	5	118	0	23	1	12	2,011	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:30 PM	0	0	1	0	1	2:30 PM	0	0	0	0	0	2:30 PM	2	0	8	0	10
2:45 PM	2	0	0	0	2	2:45 PM	0	0	0	1	1	2:45 PM	20	0	9	6	35
3:00 PM	0	0	2	0	2	3:00 PM	0	1	0	0	1	3:00 PM	7	1	9	2	19
3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0	3:15 PM	8	1	4	0	13
3:30 PM	1	0	0	0	1	3:30 PM	0	1	0	0	1	3:30 PM	3	0	4	0	7
3:45 PM	2	0	0	0	2	3:45 PM	0	0	0	0	0	3:45 PM	7	0	5	2	14
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	13	0	3	3	19
4:15 PM	0	0	0	0	0	4:15 PM	0	1	0	0	1	4:15 PM	5	2	1	1	9
Count Total	5	0	3	0	8	Count Total	0	3	0	1	4	Count Total	65	4	43	14	126
Peak Hour	3	0	2	0	5	Peak Hour	0	2	0	1	3	Peak Hour	38	2	26	8	74

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.3%	0.89
WB	0.3%	0.89
NB	0.0%	0.00
SB	0.0%	0.61
All	0.3%	0.96

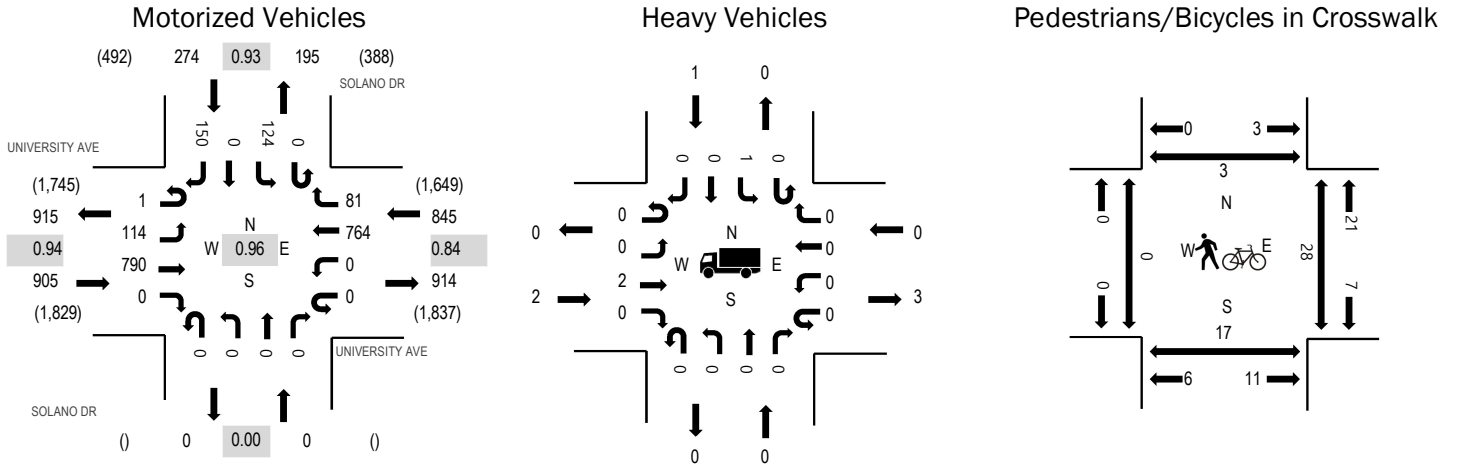
Traffic Counts - Motorized Vehicles

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				CHAPARRAL ST Northbound				CHAPARRAL ST Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
2:30 PM	0	0	215	0	0	0	190	1	0	0	0	0	0	1	0	2	409	1,739
2:45 PM	0	1	242	0	0	0	202	3	0	0	0	0	0	3	0	4	455	1,798
3:00 PM	0	1	219	0	0	0	206	1	0	0	0	0	0	3	0	1	431	1,775
3:15 PM	0	0	247	0	0	0	193	1	0	0	0	0	0	2	0	1	444	1,764
3:30 PM	0	1	275	0	0	0	184	5	0	0	0	0	0	1	0	2	468	1,740
3:45 PM	0	1	196	0	0	0	228	4	0	0	0	0	0	1	0	2	432	
4:00 PM	1	2	231	0	0	0	178	4	0	0	0	0	0	1	0	3	420	
4:15 PM	0	0	224	0	0	0	187	5	0	0	0	0	0	1	0	3	420	
Count Total	1	6	1,849	0	0	0	1,568	24	0	0	0	0	0	13	0	18	3,479	
Peak Hour	0	3	983	0	0	0	785	10	0	0	0	0	0	9	0	8	1,798	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:30 PM	0	0	1	0	1	2:30 PM	0	0	0	0	0	2:30 PM	0	2	0	2	4
2:45 PM	2	0	0	0	2	2:45 PM	0	0	0	0	0	2:45 PM	4	2	1	3	10
3:00 PM	0	0	2	0	2	3:00 PM	0	0	0	0	0	3:00 PM	0	1	3	4	8
3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	1	1	3:15 PM	0	1	0	0	1
3:30 PM	1	0	0	0	1	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:45 PM	2	0	0	0	2	3:45 PM	0	0	0	0	0	3:45 PM	0	1	0	2	3
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	1	0	3	4
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	3	0	0	3
Count Total	5	0	3	0	8	Count Total	0	0	0	1	1	Count Total	4	11	4	14	33
Peak Hour	3	0	2	0	5	Peak Hour	0	0	0	1	1	Peak Hour	4	4	4	7	19

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.2%	0.94
WB	0.0%	0.84
NB	0.0%	0.00
SB	0.4%	0.93
All	0.1%	0.96

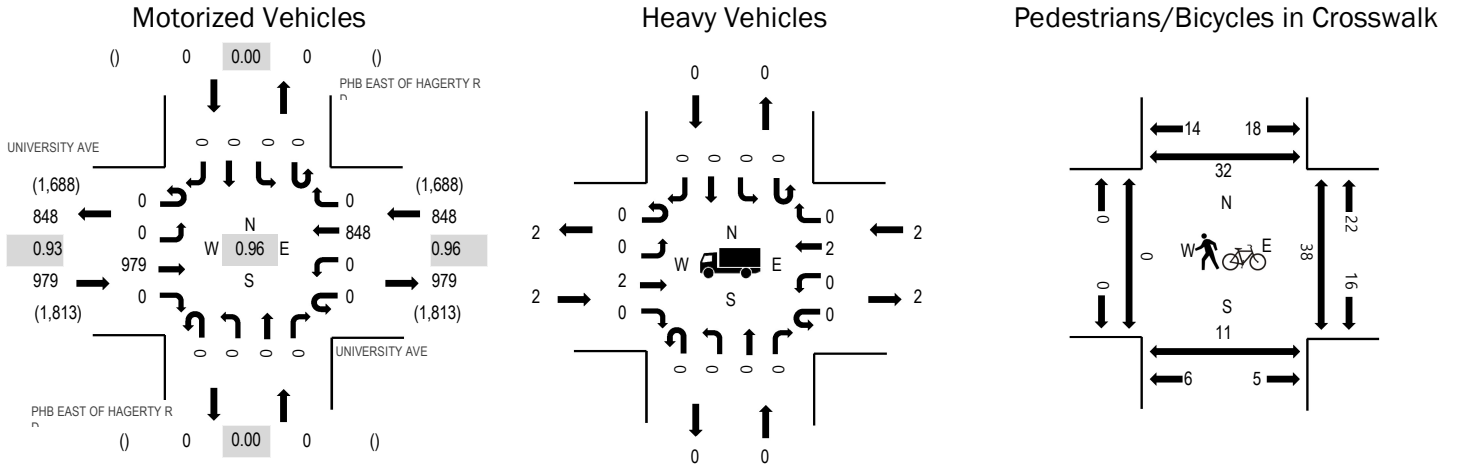
**Traffic Counts - Motorized Vehicles**

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				SOLANO DR Northbound				SOLANO DR Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
2:30 PM	0	16	185	0	0	0	171	17	0	0	0	0	0	21	0	21	431	1,946
2:45 PM	0	37	219	0	0	0	177	27	0	0	0	0	0	28	0	34	522	2,015
3:00 PM	0	26	179	0	0	0	193	19	0	0	0	0	0	33	0	27	477	1,976
3:15 PM	0	29	233	0	0	0	178	22	0	0	0	0	0	25	0	29	516	2,013
3:30 PM	0	29	231	0	0	0	163	19	0	0	0	0	0	27	0	31	500	2,024
3:45 PM	0	34	165	0	0	0	186	26	0	0	0	0	0	34	0	38	483	
4:00 PM	1	26	213	0	0	0	182	18	0	0	0	0	0	30	0	44	514	
4:15 PM	0	25	181	0	0	0	233	18	0	0	0	0	0	33	0	37	527	
Count Total	1	222	1,606	0	0	0	1,483	166	0	0	0	0	0	231	0	261	3,970	
Peak Hour	1	114	790	0	0	0	764	81	0	0	0	0	0	124	0	150	2,024	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:30 PM	0	0	1	0	1	2:30 PM	0	0	0	0	0	2:30 PM	0	3	9	1	13
2:45 PM	2	0	0	0	2	2:45 PM	0	0	0	0	0	2:45 PM	0	21	27	0	48
3:00 PM	0	0	2	0	2	3:00 PM	0	0	0	0	0	3:00 PM	0	2	7	3	12
3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0	3:15 PM	0	1	4	0	5
3:30 PM	0	0	0	1	1	3:30 PM	0	0	0	0	0	3:30 PM	0	2	4	1	7
3:45 PM	2	0	0	0	2	3:45 PM	0	0	0	0	0	3:45 PM	0	5	9	0	14
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	4	5	1	10
4:15 PM	0	0	0	0	0	4:15 PM	0	0	1	0	1	4:15 PM	0	6	10	1	17
Count Total	4	0	3	1	8	Count Total	0	0	1	0	1	Count Total	0	44	75	7	126
Peak Hour	2	0	0	1	3	Peak Hour	0	0	1	0	1	Peak Hour	0	17	28	3	48

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.2%	0.93
WB	0.2%	0.96
NB	0.0%	0.00
SB	0.0%	0.00
All	0.2%	0.96

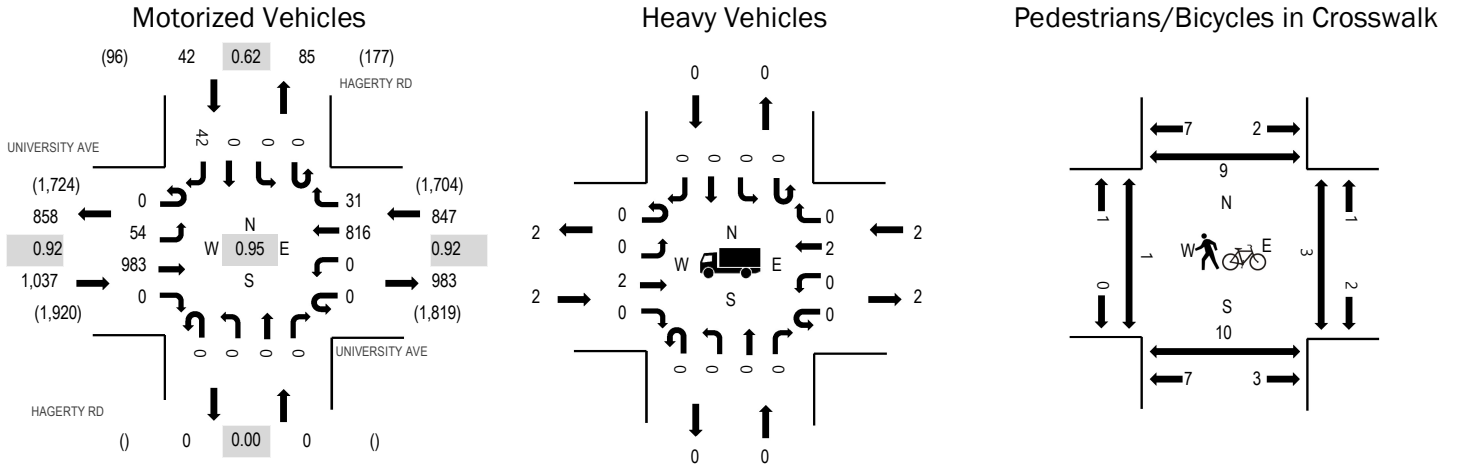
Traffic Counts - Motorized Vehicles

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				PHB EAST OF HAGERTY RD Northbound				PHB EAST OF HAGERTY RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
2:30 PM	0	0	183	0	0	0	171	0	0	0	0	0	0	0	0	0	354	1,717
2:45 PM	0	0	264	0	0	0	213	0	0	0	0	0	0	0	0	0	477	1,827
3:00 PM	0	0	201	0	0	0	229	0	0	0	0	0	0	0	0	0	430	1,779
3:15 PM	0	0	258	0	0	0	198	0	0	0	0	0	0	0	0	0	456	1,787
3:30 PM	0	0	256	0	0	0	208	0	0	0	0	0	0	0	0	0	464	1,784
3:45 PM	0	0	215	0	0	0	214	0	0	0	0	0	0	0	0	0	429	
4:00 PM	0	0	210	0	0	0	228	0	0	0	0	0	0	0	0	0	438	
4:15 PM	0	0	226	0	0	0	227	0	0	0	0	0	0	0	0	0	453	
Count Total	0	0	1,813	0	0	0	1,688	0	0	0	0	0	0	0	0	0	3,501	
Peak Hour	0	0	979	0	0	0	848	0	0	0	0	0	0	0	0	0	1,827	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:30 PM	0	0	1	0	1	2:30 PM	0	0	0	0	0	2:30 PM	0	2	11	9	22
2:45 PM	2	0	0	0	2	2:45 PM	0	0	0	0	0	2:45 PM	0	5	21	14	40
3:00 PM	0	0	1	0	1	3:00 PM	0	0	0	0	0	3:00 PM	0	2	3	6	11
3:15 PM	0	0	1	0	1	3:15 PM	0	0	0	0	0	3:15 PM	0	1	6	7	14
3:30 PM	0	0	0	0	0	3:30 PM	1	0	0	0	1	3:30 PM	0	3	8	5	16
3:45 PM	2	0	0	0	2	3:45 PM	0	0	0	0	0	3:45 PM	0	2	6	5	13
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	2	8	9	19
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	4	21	17	42
Count Total	4	0	3	0	7	Count Total	1	0	0	0	1	Count Total	0	21	84	72	177
Peak Hour	2	0	2	0	4	Peak Hour	1	0	0	0	1	Peak Hour	0	11	38	32	81

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.2%	0.92
WB	0.2%	0.92
NB	0.0%	0.00
SB	0.0%	0.62
All	0.2%	0.95

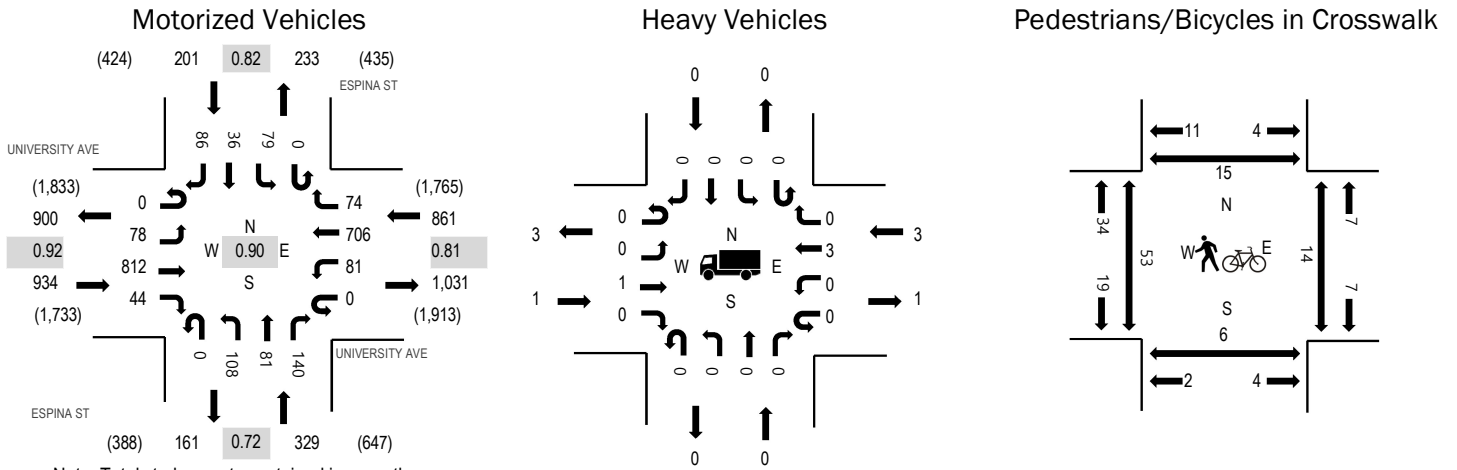
**Traffic Counts - Motorized Vehicles**

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				HAGERTY RD Northbound				HAGERTY RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
2:30 PM	0	12	184	0	0	0	165	4	0	0	0	0	0	0	0	7	372	1,814
2:45 PM	0	18	264	0	0	0	206	8	0	0	0	0	0	0	0	12	508	1,926
3:00 PM	0	14	204	0	0	0	219	5	0	0	0	0	0	0	0	14	456	1,874
3:15 PM	0	8	259	0	0	0	193	7	0	0	0	0	0	0	0	11	478	1,880
3:30 PM	0	14	256	0	0	0	198	11	0	0	0	0	0	0	0	5	484	1,906
3:45 PM	0	15	215	0	0	0	198	15	0	0	0	0	0	0	0	13	456	
4:00 PM	1	9	209	0	0	0	215	15	0	0	0	0	0	0	0	13	462	
4:15 PM	0	10	228	0	0	0	233	12	0	0	0	0	0	0	0	21	504	
Count Total	1	100	1,819	0	0	0	1,627	77	0	0	0	0	0	0	0	96	3,720	
Peak Hour	0	54	983	0	0	0	816	31	0	0	0	0	0	0	0	42	1,926	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:30 PM	0	0	1	0	1	2:30 PM	0	0	0	0	0	2:30 PM	0	3	0	1	4
2:45 PM	2	0	0	0	2	2:45 PM	0	0	0	0	0	2:45 PM	0	5	2	4	11
3:00 PM	0	0	1	0	1	3:00 PM	0	0	0	0	0	3:00 PM	1	1	1	2	5
3:15 PM	0	0	1	0	1	3:15 PM	0	0	0	0	0	3:15 PM	0	1	0	3	4
3:30 PM	0	0	0	0	0	3:30 PM	1	0	0	0	1	3:30 PM	0	3	0	0	3
3:45 PM	2	0	0	0	2	3:45 PM	0	0	0	0	0	3:45 PM	0	2	0	0	2
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	1	0	5	6
4:15 PM	0	0	0	0	0	4:15 PM	0	0	1	0	1	4:15 PM	0	3	0	2	5
Count Total	4	0	3	0	7	Count Total	1	0	1	0	2	Count Total	1	19	3	17	40
Peak Hour	2	0	2	0	4	Peak Hour	1	0	0	0	1	Peak Hour	1	10	3	9	23

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.1%	0.92
WB	0.3%	0.81
NB	0.0%	0.72
SB	0.0%	0.82
All	0.2%	0.90

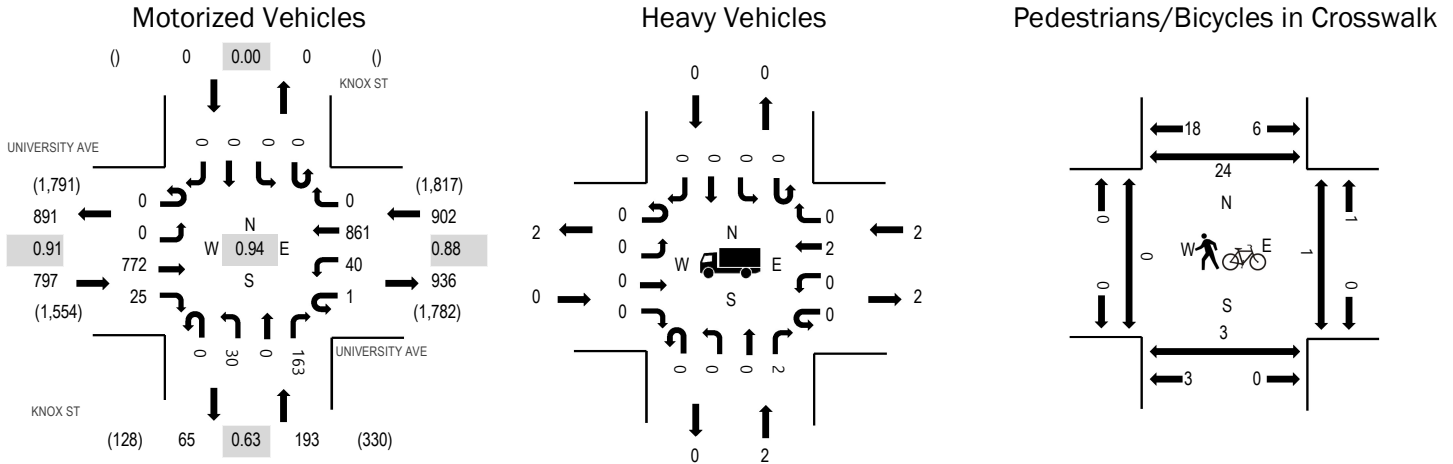
**Traffic Counts - Motorized Vehicles**

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				ESPINA ST Northbound			ESPINA ST Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
2:30 PM	0	14	170	10	0	32	143	9	0	22	14	34	0	21	17	23	509	2,275
2:45 PM	0	22	211	20	0	29	185	19	0	44	23	47	0	15	9	21	645	2,325
3:00 PM	0	21	164	7	0	15	197	16	0	20	17	46	0	20	7	24	554	2,241
3:15 PM	0	14	229	9	0	20	158	23	0	21	16	25	0	19	8	25	567	2,259
3:30 PM	0	21	208	8	0	17	166	16	0	23	25	22	0	25	12	16	559	2,294
3:45 PM	0	26	174	10	0	25	194	13	0	23	17	29	0	10	16	24	561	
4:00 PM	0	20	183	14	0	18	168	18	0	34	16	33	0	19	16	33	572	
4:15 PM	0	11	154	13	0	42	218	24	0	36	20	40	0	15	14	15	602	
Count Total	0	149	1,493	91	0	198	1,429	138	0	223	148	276	0	144	99	181	4,569	
Peak Hour	0	78	812	44	0	81	706	74	0	108	81	140	0	79	36	86	2,325	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:30 PM	1	1	0	0	2	2:30 PM	0	0	0	0	0	2:30 PM	15	1	3	3	22
2:45 PM	1	0	0	0	1	2:45 PM	0	0	0	0	0	2:45 PM	20	2	8	6	36
3:00 PM	0	0	2	0	2	3:00 PM	0	0	0	0	0	3:00 PM	12	3	1	1	17
3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0	3:15 PM	3	0	0	0	3
3:30 PM	0	0	1	0	1	3:30 PM	0	0	0	0	0	3:30 PM	18	1	5	8	32
3:45 PM	1	1	0	1	3	3:45 PM	0	1	0	0	1	3:45 PM	15	1	3	0	19
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	12	6	5	2	25
4:15 PM	0	0	0	0	0	4:15 PM	0	1	0	0	1	4:15 PM	18	1	7	0	26
Count Total	3	2	3	1	9	Count Total	0	2	0	0	2	Count Total	113	15	32	20	180
Peak Hour	1	0	3	0	4	Peak Hour	0	0	0	0	0	Peak Hour	53	6	14	15	88

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.91
WB	0.2%	0.88
NB	1.0%	0.63
SB	0.0%	0.00
All	0.2%	0.94

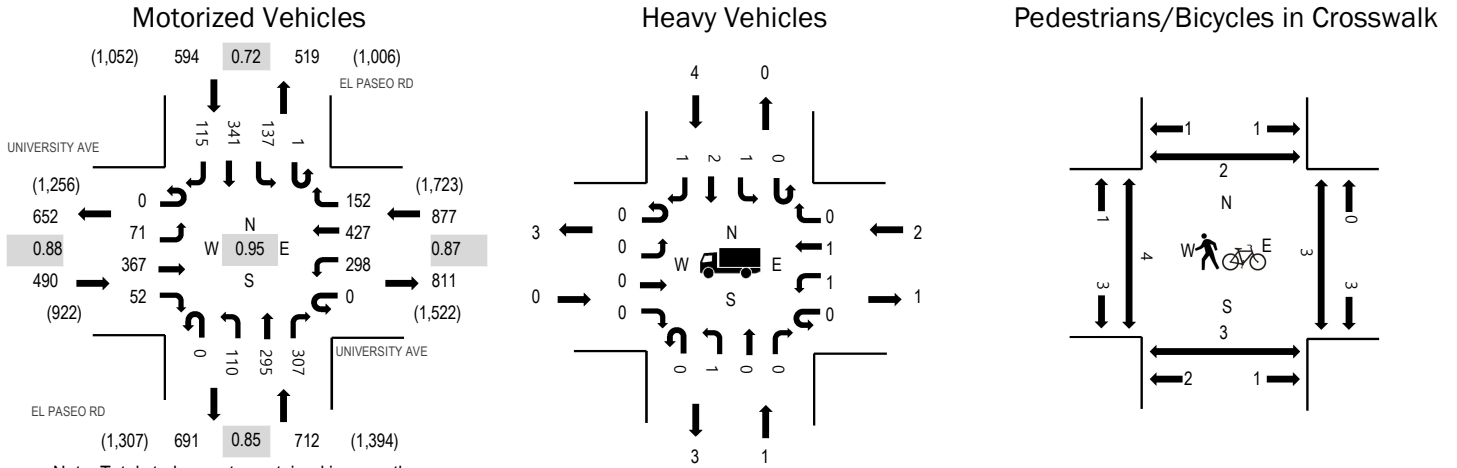
**Traffic Counts - Motorized Vehicles**

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				KNOX ST Northbound				KNOX ST Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
2:30 PM	0	0	172	9	0	11	175	0	0	14	0	27	0	0	0	0	408	1,849
2:45 PM	0	0	177	6	0	18	205	0	0	14	0	66	0	0	0	0	486	1,892
3:00 PM	0	0	165	7	1	8	230	0	0	7	0	32	0	0	0	0	450	1,854
3:15 PM	0	0	206	6	0	5	248	0	0	4	0	36	0	0	0	0	505	1,891
3:30 PM	0	0	224	6	0	9	178	0	0	5	0	29	0	0	0	0	451	1,852
3:45 PM	0	0	202	6	0	13	203	0	0	4	0	20	0	0	0	0	448	
4:00 PM	0	0	185	2	0	9	252	0	0	5	0	34	0	0	0	0	487	
4:15 PM	0	0	178	3	0	10	242	0	0	5	0	28	0	0	0	0	466	
Count Total	0	0	1,509	45	1	83	1,733	0	0	58	0	272	0	0	0	0	3,701	
Peak Hour	0	0	772	25	1	40	861	0	0	30	0	163	0	0	0	0	1,892	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:30 PM	0	0	1	0	1	2:30 PM	0	0	0	0	0	2:30 PM	0	0	1	6	7
2:45 PM	0	2	0	0	2	2:45 PM	0	0	0	0	0	2:45 PM	0	1	1	17	19
3:00 PM	0	0	1	0	1	3:00 PM	0	0	0	0	0	3:00 PM	0	1	0	4	5
3:15 PM	0	0	1	0	1	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	1	1
3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0	3:30 PM	0	1	0	2	3
3:45 PM	1	0	2	0	3	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	7	7
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	7	7
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	2	0	6	8
Count Total	1	2	5	0	8	Count Total	0	0	0	0	0	Count Total	0	5	2	50	57
Peak Hour	0	2	2	0	4	Peak Hour	0	0	0	0	0	Peak Hour	0	3	1	24	28

**Peak Hour**



	HV%	PHF
EB	0.0%	0.88
WB	0.2%	0.87
NB	0.1%	0.85
SB	0.7%	0.72
All	0.3%	0.95

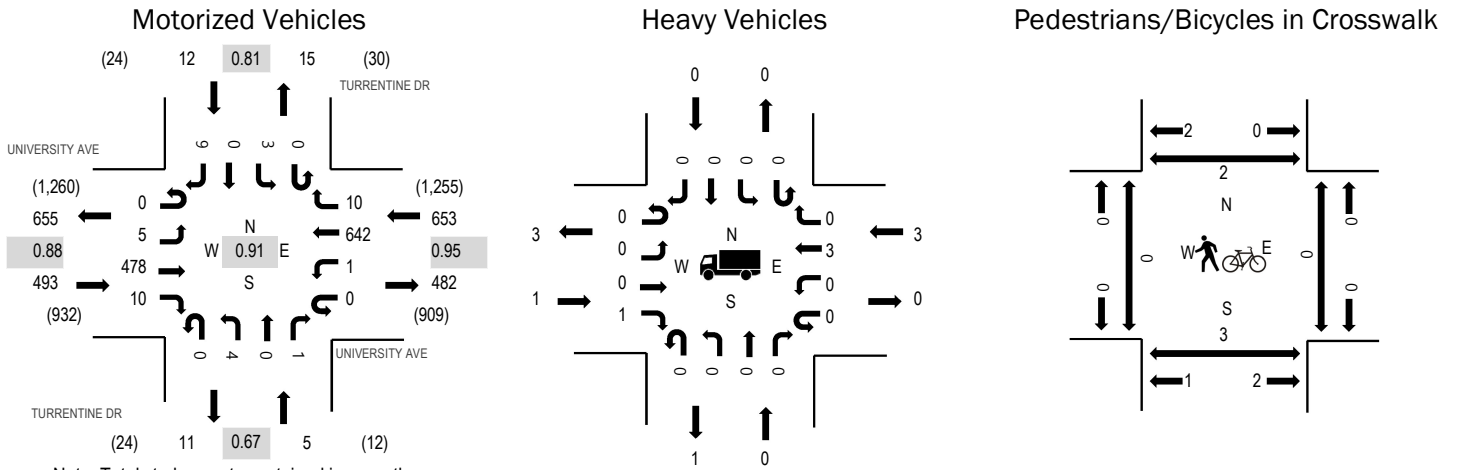
**Traffic Counts - Motorized Vehicles**

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				EL PASEO RD Northbound				EL PASEO RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
2:30 PM	0	16	84	9	0	65	85	25	0	21	64	59	0	33	69	22	552	2,514
2:45 PM	0	19	66	20	0	68	106	42	0	31	77	87	0	23	77	18	634	2,645
3:00 PM	0	14	85	14	0	77	110	40	0	36	77	75	0	22	50	24	624	2,660
3:15 PM	0	16	76	10	0	84	107	47	0	43	106	92	1	33	68	21	704	2,673
3:30 PM	0	12	87	13	0	64	96	15	0	27	67	97	0	44	119	42	683	2,577
3:45 PM	0	25	93	18	0	71	99	43	0	19	69	73	0	31	82	26	649	
4:00 PM	0	18	111	11	0	79	125	47	0	21	53	45	0	29	72	26	637	
4:15 PM	0	16	74	15	0	87	106	35	0	19	62	74	0	29	65	26	608	
Count Total	0	136	676	110	0	595	834	294	0	217	575	602	1	244	602	205	5,091	
Peak Hour	0	71	367	52	0	298	427	152	0	110	295	307	1	137	341	115	2,673	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:30 PM	0	0	0	2	2	2:30 PM	0	0	0	0	0	2:30 PM	1	0	0	1	2
2:45 PM	0	1	0	2	3	2:45 PM	0	0	0	1	1	2:45 PM	0	0	1	1	2
3:00 PM	0	1	1	3	5	3:00 PM	0	0	0	0	0	3:00 PM	0	1	1	3	5
3:15 PM	0	0	1	2	3	3:15 PM	0	0	0	0	0	3:15 PM	0	0	1	0	1
3:30 PM	0	1	0	0	1	3:30 PM	0	0	0	1	1	3:30 PM	0	2	0	1	3
3:45 PM	0	0	1	2	3	3:45 PM	0	0	0	0	0	3:45 PM	4	1	1	1	7
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	1	0	1
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	2	0	2
Count Total	0	3	3	11	17	Count Total	0	0	0	2	2	Count Total	5	4	7	7	23
Peak Hour	0	1	2	4	7	Peak Hour	0	0	0	1	1	Peak Hour	4	3	3	2	12

### Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.2%	0.88
WB	0.5%	0.95
NB	0.0%	0.67
SB	0.0%	0.81
All	0.3%	0.91

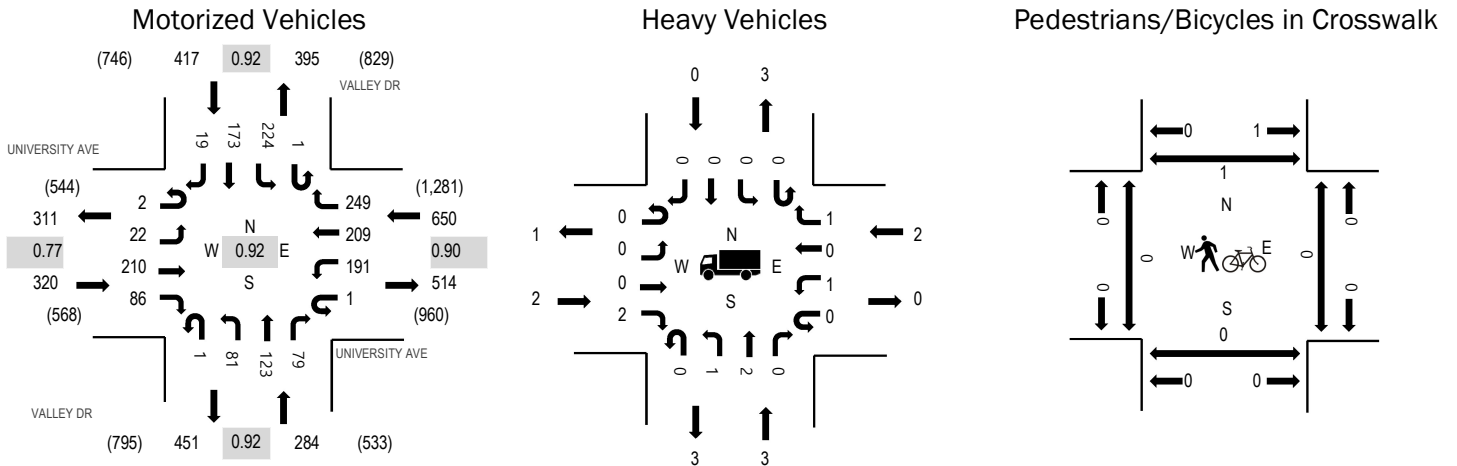
### Traffic Counts - Motorized Vehicles

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				TURRENTINE DR Northbound				TURRENTINE DR Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
2:30 PM	0	3	100	5	0	1	123	1	0	1	0	2	0	1	0	2	239	1,070
2:45 PM	0	2	111	3	0	0	149	0	0	0	0	2	0	2	0	2	271	1,122
3:00 PM	0	1	100	1	0	0	167	5	0	2	0	0	0	1	0	1	278	1,123
3:15 PM	0	0	103	1	0	0	169	5	0	1	0	0	0	2	0	1	282	1,163
3:30 PM	0	1	117	1	0	0	166	1	0	0	0	1	0	1	0	3	291	1,153
3:45 PM	0	1	124	3	0	1	137	2	0	1	0	0	0	0	0	3	272	
4:00 PM	0	3	134	5	0	0	170	2	0	2	0	0	0	0	0	2	318	
4:15 PM	0	2	108	3	0	0	155	1	0	0	0	0	0	0	0	3	272	
Count Total	0	13	897	22	0	2	1,236	17	0	7	0	5	0	7	0	17	2,223	
Peak Hour	0	5	478	10	0	1	642	10	0	4	0	1	0	3	0	9	1,163	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:30 PM	1	0	0	0	1	2:30 PM	0	0	0	0	0	2:30 PM	0	0	1	0	1
2:45 PM	0	0	1	0	1	2:45 PM	0	0	0	0	0	2:45 PM	1	0	0	0	1
3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	2	2
3:15 PM	1	0	0	0	1	3:15 PM	0	0	0	0	0	3:15 PM	0	2	0	0	2
3:30 PM	0	0	1	0	1	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:45 PM	0	0	2	0	2	3:45 PM	0	0	0	0	0	3:45 PM	0	1	0	1	2
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	1	1
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	1	0	0	1
Count Total	2	0	4	0	6	Count Total	0	0	0	0	0	Count Total	1	4	1	4	10
Peak Hour	1	0	3	0	4	Peak Hour	0	0	0	0	0	Peak Hour	0	3	0	2	5

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.6%	0.77
WB	0.3%	0.90
NB	1.1%	0.92
SB	0.0%	0.92
All	0.4%	0.92

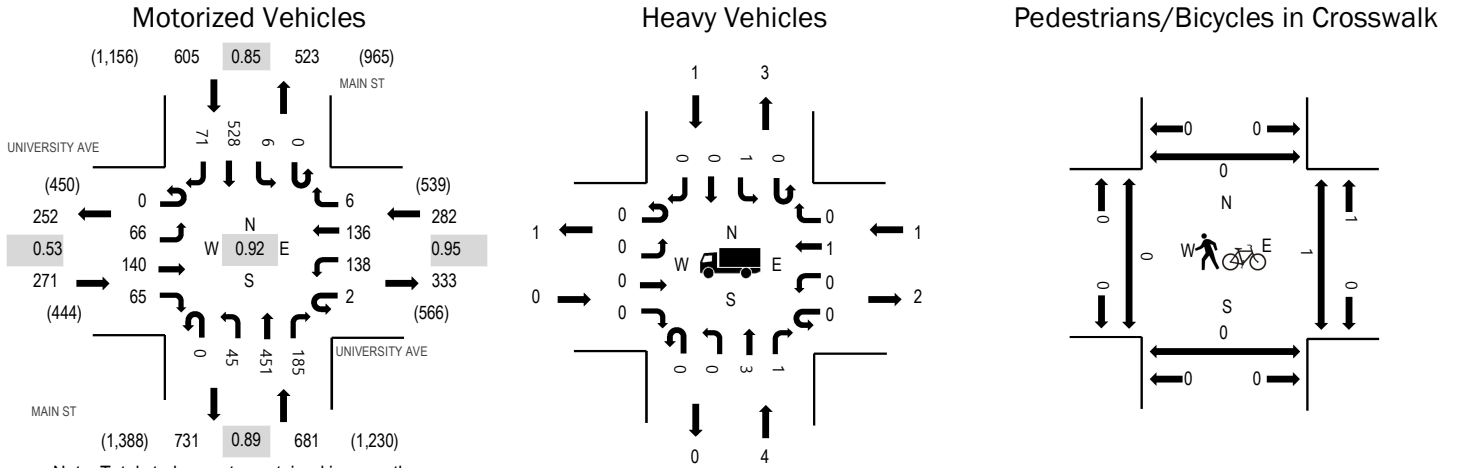
**Traffic Counts - Motorized Vehicles**

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				VALLEY DR Northbound				VALLEY DR Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
2:30 PM	0	1	42	14	0	30	41	61	0	15	25	23	0	46	33	3	334	1,457
2:45 PM	0	6	44	10	0	40	26	78	0	14	31	30	0	45	20	4	348	1,528
3:00 PM	0	3	31	23	0	45	51	91	0	13	26	18	0	59	40	3	403	1,581
3:15 PM	0	3	53	18	1	36	43	88	1	16	21	16	0	38	34	4	372	1,632
3:30 PM	0	1	46	17	0	49	63	55	1	22	33	14	1	64	37	2	405	1,671
3:45 PM	0	5	60	22	1	35	51	65	0	20	24	21	0	54	37	6	401	
4:00 PM	1	9	70	29	0	57	50	63	0	20	36	16	0	49	48	6	454	
4:15 PM	1	7	34	18	0	50	45	66	0	19	30	28	0	57	51	5	411	
Count Total	2	35	380	151	2	342	370	567	2	139	226	166	1	412	300	33	3,128	
Peak Hour	2	22	210	86	1	191	209	249	1	81	123	79	1	224	173	19	1,671	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:30 PM	1	1	1	1	4	2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0
2:45 PM	0	1	0	0	1	2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	1	1
3:00 PM	0	0	1	1	2	3:00 PM	0	0	0	0	0	3:00 PM	0	1	0	1	2
3:15 PM	0	2	0	1	3	3:15 PM	0	0	1	1	2	3:15 PM	0	1	1	2	4
3:30 PM	0	0	0	0	0	3:30 PM	1	0	0	0	1	3:30 PM	0	0	0	0	0
3:45 PM	1	0	2	0	3	3:45 PM	1	0	0	1	2	3:45 PM	0	0	0	0	0
4:00 PM	1	1	0	0	2	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	0	2	0	0	2	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	1	1
Count Total	3	7	4	3	17	Count Total	2	0	1	2	5	Count Total	0	2	1	5	8
Peak Hour	2	3	2	0	7	Peak Hour	2	0	0	1	3	Peak Hour	0	0	0	1	1

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.53
WB	0.4%	0.95
NB	0.6%	0.89
SB	0.2%	0.85
All	0.3%	0.92

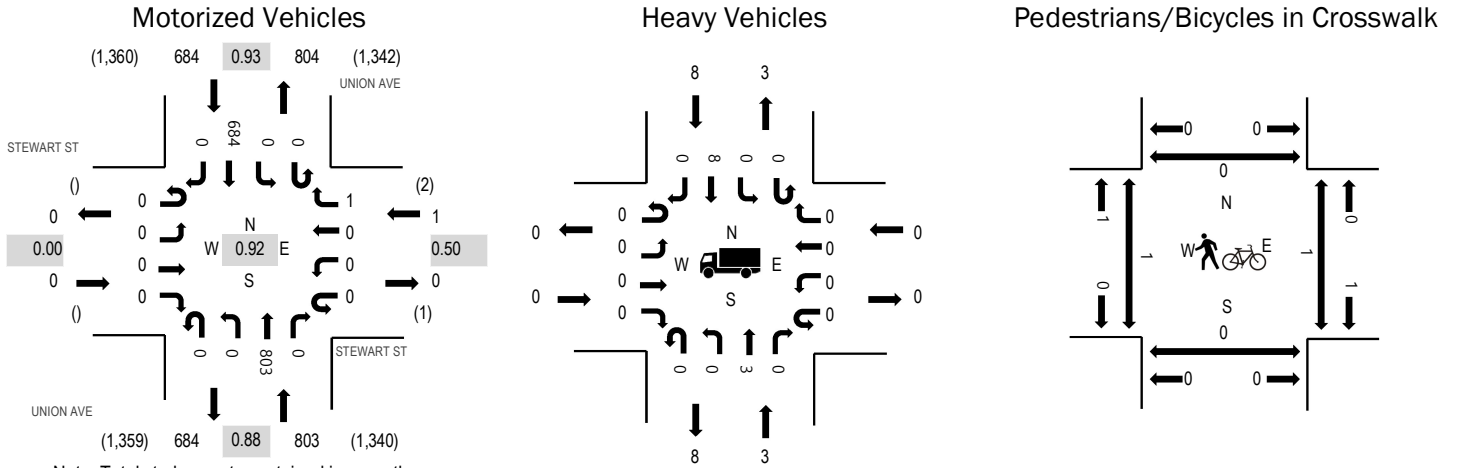
**Traffic Counts - Motorized Vehicles**

Interval Start Time	UNIVERSITY AVE Eastbound				UNIVERSITY AVE Westbound				MAIN ST Northbound			MAIN ST Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
2:30 PM	0	4	21	8	1	26	34	2	0	7	76	30	1	3	129	11	353	1,567
2:45 PM	0	5	23	16	0	17	28	1	0	2	133	36	0	1	109	9	380	1,644
3:00 PM	0	12	24	9	0	34	36	1	0	8	113	31	0	3	121	11	403	1,762
3:15 PM	0	15	31	5	0	29	35	2	0	10	120	41	0	1	125	17	431	1,839
3:30 PM	0	10	25	7	1	37	32	1	0	8	126	39	0	1	127	16	430	1,802
3:45 PM	0	14	27	10	0	35	35	3	0	18	119	56	0	4	155	22	498	
4:00 PM	0	27	57	43	1	37	34	0	0	9	86	49	0	0	121	16	480	
4:15 PM	0	14	27	10	0	38	37	2	0	6	78	29	0	4	140	9	394	
Count Total	0	101	235	108	3	253	271	12	0	68	851	311	1	17	1,027	111	3,369	
Peak Hour	0	66	140	65	2	138	136	6	0	45	451	185	0	6	528	71	1,839	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:30 PM	0	3	0	0	3	2:30 PM	0	1	0	0	1	2:30 PM	0	0	0	0	0
2:45 PM	0	2	0	2	4	2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0	0
3:00 PM	0	1	0	0	1	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:15 PM	0	1	1	0	2	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:30 PM	0	2	0	0	2	3:30 PM	0	1	0	0	1	3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	1	1	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
4:00 PM	0	1	0	0	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	1	0	1
4:15 PM	0	0	1	0	1	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
Count Total	0	10	2	3	15	Count Total	0	2	0	0	2	Count Total	0	0	1	0	1
Peak Hour	0	4	1	1	6	Peak Hour	0	1	0	0	1	Peak Hour	0	0	1	0	1

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.50
NB	0.4%	0.88
SB	1.2%	0.93
All	0.7%	0.92

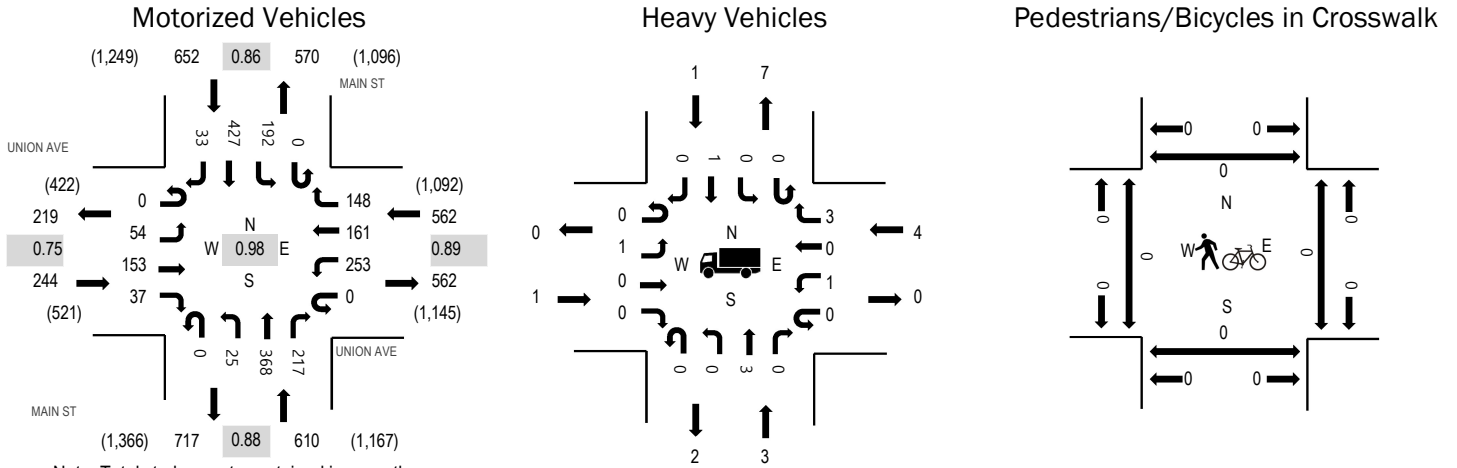
**Traffic Counts - Motorized Vehicles**

Interval Start Time	STEWART ST Eastbound				STEWART ST Westbound				UNION AVE Northbound			UNION AVE Southbound				Total	Rolling Hour		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	
2:30 PM	0	0	0	0	1	0	0	0	0	0	150	0	0	0	0	173	0	324	1,457
2:45 PM	0	0	0	0	0	0	0	1	0	0	198	0	0	0	0	163	0	362	1,488
3:00 PM	0	0	0	0	0	0	0	0	0	0	215	0	0	0	0	151	0	366	1,407
3:15 PM	0	0	0	0	0	0	0	0	0	0	227	0	0	0	0	178	0	405	1,368
3:30 PM	0	0	0	0	0	0	0	0	0	0	163	0	0	0	0	192	0	355	1,245
3:45 PM	0	0	0	0	0	0	0	0	0	0	122	0	0	0	0	159	0	281	
4:00 PM	0	0	0	0	0	0	0	0	0	0	144	0	0	0	0	183	0	327	
4:15 PM	0	0	0	0	0	0	0	0	0	0	121	0	1	0	0	160	0	282	
Count Total	0	0	0	0	1	0	0	1	0	0	1,340	0	1	0	0	1,359	0	2,702	
Peak Hour	0	0	0	0	0	0	0	1	0	0	803	0	0	0	0	684	0	1,488	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:30 PM	0	0	0	2	2	2:30 PM	0	0	0	0	0	2:30 PM	0	0	2	0	2
2:45 PM	0	1	0	1	2	2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0	0
3:00 PM	0	1	0	6	7	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	1	1	3:15 PM	0	0	0	0	0	3:15 PM	1	0	1	0	2
3:30 PM	0	1	0	0	1	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0	3:45 PM	4	1	1	0	6
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	2	0	2
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	5	0	5
Count Total	0	3	0	10	13	Count Total	0	0	0	0	0	Count Total	5	1	11	0	17
Peak Hour	0	3	0	8	11	Peak Hour	0	0	0	0	0	Peak Hour	1	0	1	0	2

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.4%	0.75
WB	0.7%	0.89
NB	0.5%	0.88
SB	0.2%	0.86
All	0.4%	0.98

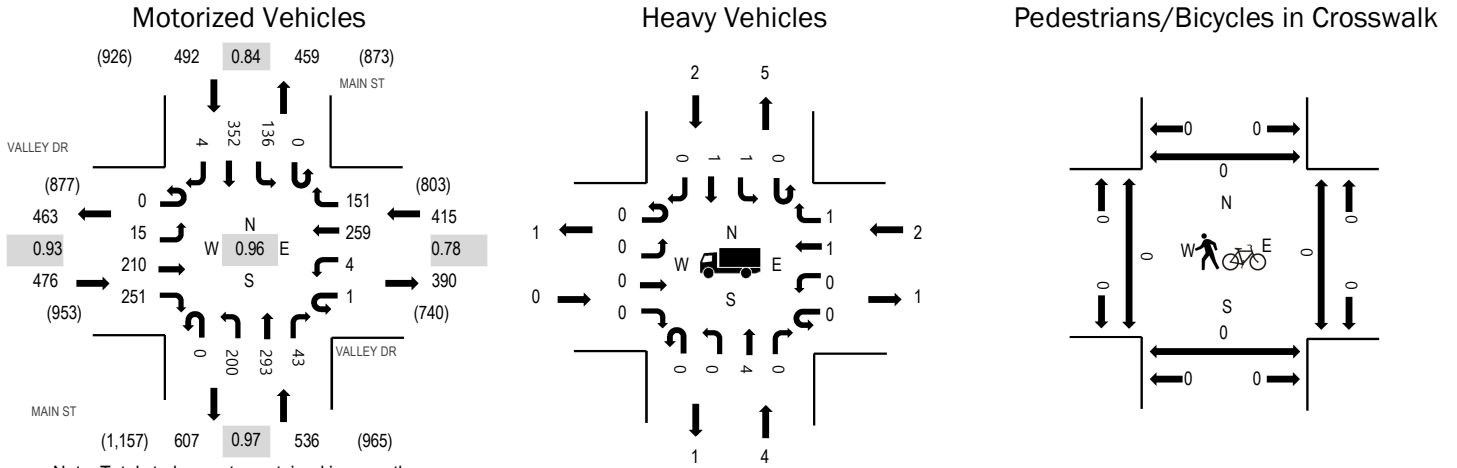
**Traffic Counts - Motorized Vehicles**

Interval Start Time	UNION AVE Eastbound				UNION AVE Westbound				MAIN ST Northbound			MAIN ST Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
2:30 PM	0	9	35	9	0	51	53	29	0	6	55	51	0	36	101	10	445	1,979
2:45 PM	0	21	64	12	0	58	24	47	0	4	112	54	0	51	75	10	532	2,024
3:00 PM	0	14	51	5	0	63	44	37	0	2	79	47	0	45	81	7	475	2,015
3:15 PM	0	11	35	8	0	53	41	44	0	1	110	67	0	51	95	11	527	2,068
3:30 PM	0	15	47	9	0	62	45	39	0	7	84	56	0	45	77	4	490	2,050
3:45 PM	0	11	34	7	0	53	34	33	0	8	90	56	0	44	143	10	523	
4:00 PM	0	17	37	13	0	85	41	32	0	9	84	38	0	52	112	8	528	
4:15 PM	0	14	32	11	0	63	35	26	0	3	83	61	0	56	120	5	509	
Count Total	0	112	335	74	0	488	317	287	0	40	697	430	0	380	804	65	4,029	
Peak Hour	0	54	153	37	0	253	161	148	0	25	368	217	0	192	427	33	2,068	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:30 PM	0	0	2	1	3	2:30 PM	0	0	0	0	0	2:30 PM	0	0	2	0	2
2:45 PM	0	0	2	2	4	2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0	0
3:00 PM	0	0	2	0	2	3:00 PM	0	0	0	0	0	3:00 PM	0	2	0	0	2
3:15 PM	0	1	2	0	3	3:15 PM	1	0	0	0	1	3:15 PM	0	0	0	0	0
3:30 PM	0	1	2	0	3	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:45 PM	0	1	0	1	2	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
4:00 PM	1	0	0	0	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	1	1	4:15 PM	0	0	1	0	1	4:15 PM	0	0	0	0	0
Count Total	1	3	10	5	19	Count Total	1	0	1	0	2	Count Total	0	2	2	0	4
Peak Hour	1	3	4	1	9	Peak Hour	1	0	0	0	1	Peak Hour	0	0	0	0	0

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.93
WB	0.5%	0.78
NB	0.7%	0.97
SB	0.4%	0.84
All	0.4%	0.96

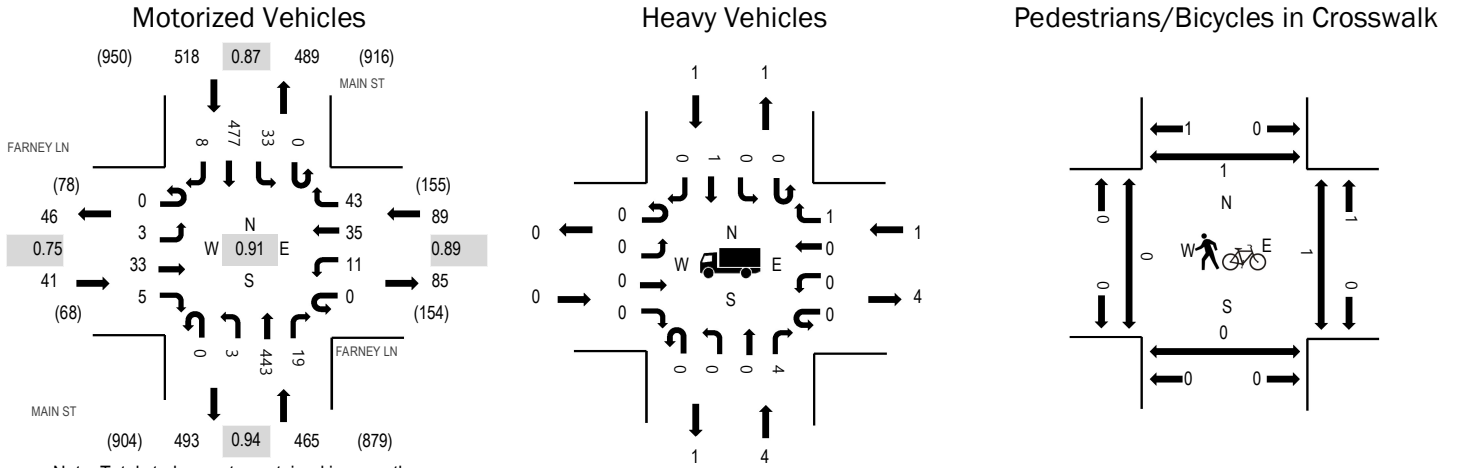
**Traffic Counts - Motorized Vehicles**

Interval Start Time	VALLEY DR Eastbound				VALLEY DR Westbound				MAIN ST Northbound			MAIN ST Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
2:30 PM	0	4	50	76	0	1	54	40	0	29	52	2	0	29	67	3	407	1,778
2:45 PM	0	2	44	50	0	0	53	43	0	61	78	0	0	24	70	5	430	1,851
3:00 PM	0	5	64	69	1	2	85	48	0	51	61	14	0	30	60	0	490	1,919
3:15 PM	0	5	32	55	0	0	62	34	0	50	73	14	0	32	92	2	451	1,879
3:30 PM	0	2	66	55	0	1	56	40	0	48	78	11	0	34	88	1	480	1,869
3:45 PM	0	3	48	72	0	1	56	29	0	51	81	4	0	40	112	1	498	
4:00 PM	0	1	63	53	0	4	66	37	0	45	68	0	0	37	72	4	450	
4:15 PM	0	1	55	78	0	4	56	30	0	35	58	1	0	45	75	3	441	
Count Total	0	23	422	508	1	13	488	301	0	370	549	46	0	271	636	19	3,647	
Peak Hour	0	15	210	251	1	4	259	151	0	200	293	43	0	136	352	4	1,919	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:30 PM	1	2	1	0	4	2:30 PM	0	0	0	0	0	2:30 PM	0	1	0	0	1
2:45 PM	1	2	2	1	6	2:45 PM	0	0	0	0	0	2:45 PM	0	1	0	0	1
3:00 PM	0	1	0	0	1	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:15 PM	0	1	0	1	2	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:30 PM	0	2	1	0	3	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:45 PM	0	0	1	1	2	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
4:00 PM	0	0	1	0	1	4:00 PM	1	0	1	0	2	4:00 PM	0	0	0	0	0
4:15 PM	0	0	1	0	1	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
Count Total	2	8	7	3	20	Count Total	1	0	1	0	2	Count Total	0	2	0	0	2
Peak Hour	0	4	2	2	8	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.75
WB	1.1%	0.89
NB	0.9%	0.94
SB	0.2%	0.87
All	0.5%	0.91

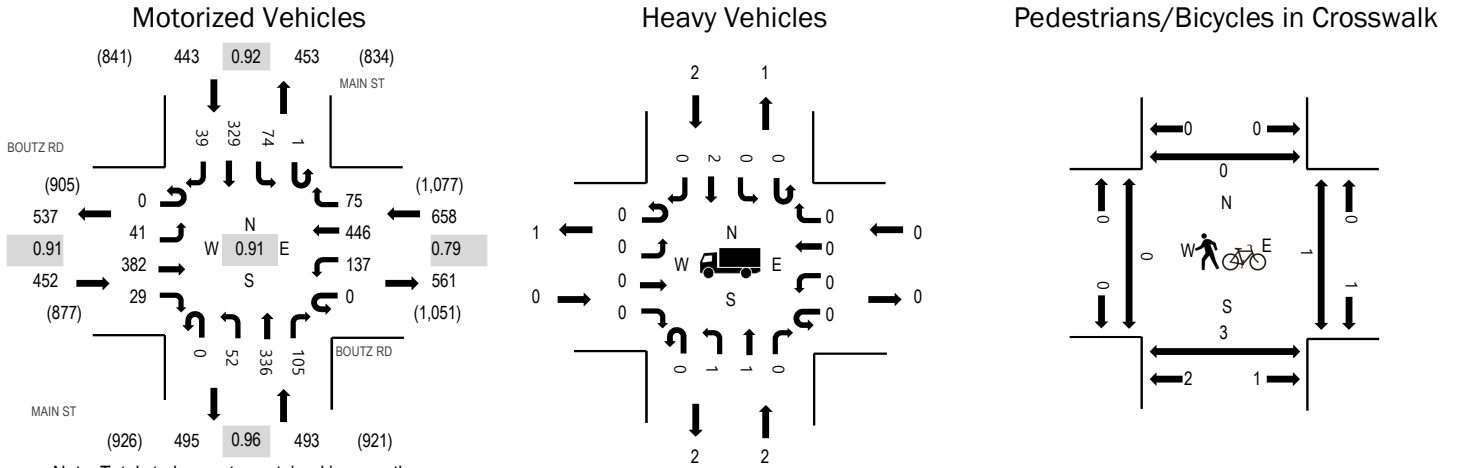
**Traffic Counts - Motorized Vehicles**

Interval Start Time	FARNEY LN Eastbound				FARNEY LN Westbound				MAIN ST Northbound			MAIN ST Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
2:30 PM	0	0	3	2	0	2	8	9	0	2	92	8	0	6	92	0	224	968
2:45 PM	0	0	1	2	0	1	10	11	1	0	114	5	0	8	93	1	247	1,044
3:00 PM	0	4	7	1	0	3	3	6	0	0	99	9	0	5	97	4	238	1,103
3:15 PM	0	0	11	1	0	2	10	6	0	0	115	4	0	6	103	1	259	1,113
3:30 PM	0	1	3	0	0	4	8	13	0	1	110	6	0	10	142	2	300	1,084
3:45 PM	0	2	10	2	0	3	9	13	0	1	120	4	0	12	129	1	306	
4:00 PM	0	0	9	2	0	2	8	11	0	1	98	5	0	5	103	4	248	
4:15 PM	0	0	7	0	0	1	2	10	1	0	82	1	0	9	115	2	230	
Count Total	0	7	51	10	0	18	58	79	2	5	830	42	0	61	874	15	2,052	
Peak Hour	0	3	33	5	0	11	35	43	0	3	443	19	0	33	477	8	1,113	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:30 PM	0	2	0	0	2	2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0
2:45 PM	0	3	0	1	4	2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	1	1
3:00 PM	0	1	0	1	2	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:15 PM	0	1	0	0	1	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:30 PM	0	3	0	0	3	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:45 PM	0	0	1	1	2	3:45 PM	0	0	0	0	0	3:45 PM	0	0	1	1	2
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	1	0	1	4:15 PM	0	0	0	0	0
Count Total	0	10	1	3	14	Count Total	0	0	1	0	1	Count Total	0	0	1	2	3
Peak Hour	0	4	1	1	6	Peak Hour	0	0	0	0	0	Peak Hour	0	0	1	1	2

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.91
WB	0.0%	0.79
NB	0.4%	0.96
SB	0.5%	0.92
All	0.2%	0.91

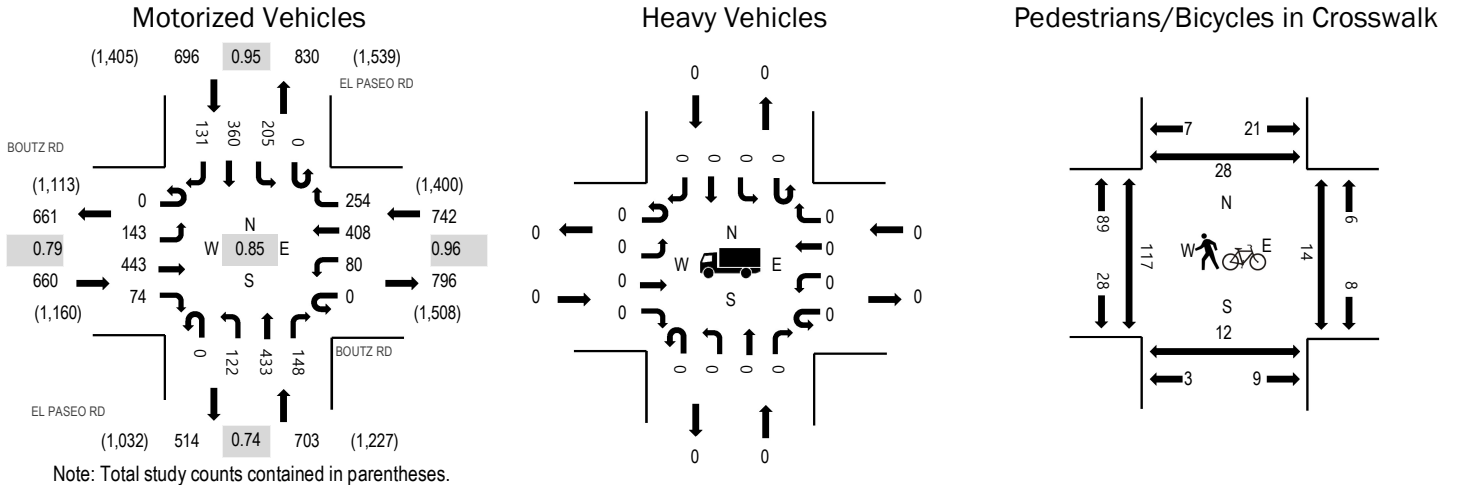
**Traffic Counts - Motorized Vehicles**

Interval Start Time	BOUTZ RD Eastbound				BOUTZ RD Westbound				MAIN ST Northbound			MAIN ST Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
2:30 PM	0	9	70	8	0	14	62	8	0	7	74	20	0	17	82	12	383	1,724
2:45 PM	0	2	88	10	0	16	73	11	0	8	83	26	0	10	72	10	409	1,891
3:00 PM	0	10	99	8	0	28	81	12	0	11	85	28	0	19	69	12	462	2,046
3:15 PM	0	9	97	6	0	26	96	15	0	3	87	26	1	19	77	8	470	2,044
3:30 PM	0	11	92	9	0	46	118	29	0	17	81	27	0	24	89	7	550	1,992
3:45 PM	0	11	94	6	0	37	151	19	0	21	83	24	0	12	94	12	564	
4:00 PM	0	8	105	13	0	21	79	17	0	13	88	24	0	11	74	7	460	
4:15 PM	0	7	97	8	0	28	77	13	0	12	61	12	0	10	85	8	418	
Count Total	0	67	742	68	0	216	737	124	0	92	642	187	1	122	642	76	3,716	
Peak Hour	0	41	382	29	0	137	446	75	0	52	336	105	1	74	329	39	2,046	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0
2:45 PM	0	0	0	1	1	2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0	0
3:00 PM	0	0	0	1	1	3:00 PM	0	0	0	0	0	3:00 PM	0	1	0	0	1
3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0	3:15 PM	0	0	1	0	1
3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:45 PM	0	2	0	1	3	3:45 PM	0	0	0	1	1	3:45 PM	0	2	0	0	2
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	1	1
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
Count Total	0	2	0	3	5	Count Total	0	0	0	1	1	Count Total	0	3	1	1	5
Peak Hour	0	2	0	2	4	Peak Hour	0	0	0	1	1	Peak Hour	0	3	1	0	4

### Peak Hour



	HV%	PHF
EB	0.0%	0.79
WB	0.0%	0.96
NB	0.0%	0.74
SB	0.0%	0.95
All	0.0%	0.85

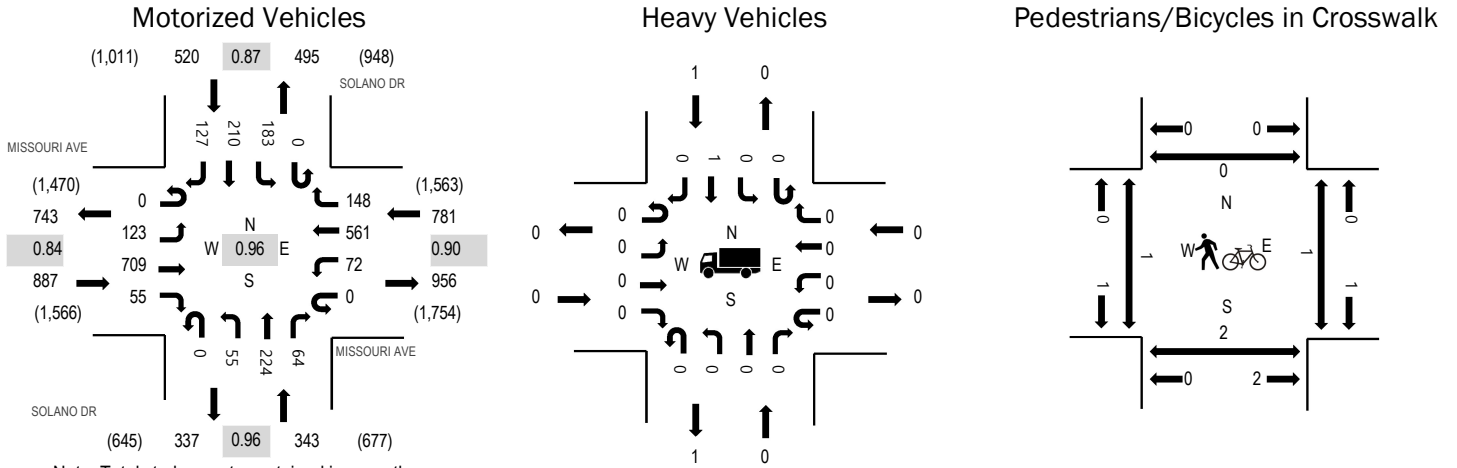
### Traffic Counts - Motorized Vehicles

Interval Start Time	BOUTZ RD Eastbound				BOUTZ RD Westbound				EL PASEO RD Northbound				EL PASEO RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
2:30 PM	0	17	83	10	0	26	58	56	0	14	85	26	0	61	92	24	552	2,431
2:45 PM	0	21	83	4	0	28	87	81	0	12	100	24	1	52	90	23	606	2,701
3:00 PM	0	30	102	13	0	16	96	71	0	20	99	24	0	48	86	31	636	2,801
3:15 PM	0	27	83	12	0	27	104	54	0	27	117	27	0	43	87	29	637	2,800
3:30 PM	0	44	138	31	0	18	102	65	0	52	124	62	0	56	99	31	822	2,761
3:45 PM	0	42	120	18	0	19	106	64	0	23	93	35	0	58	88	40	706	
4:00 PM	0	20	103	9	0	32	80	53	0	17	96	30	0	62	108	25	635	
4:15 PM	0	26	113	11	0	22	80	55	0	8	97	15	1	60	86	24	598	
Count Total	0	227	825	108	0	188	713	499	0	173	811	243	2	440	736	227	5,192	
Peak Hour	0	143	443	74	0	80	408	254	0	122	433	148	0	205	360	131	2,801	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0	2:30 PM	3	1	1	0	5
2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0	0	2:45 PM	3	0	0	1	4
3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0	3:00 PM	2	0	0	0	2
3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	2	2	3:15 PM	33	3	6	8	50
3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0	3:30 PM	62	8	8	17	95
3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0	3:45 PM	20	1	0	3	24
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	2	1	2	1	6
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	7	0	0	3	10
Count Total	0	0	0	0	0	Count Total	0	0	0	2	2	Count Total	132	14	17	33	196
Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	2	2	Peak Hour	117	12	14	28	171

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.84
WB	0.0%	0.90
NB	0.0%	0.96
SB	0.2%	0.87
All	0.0%	0.96

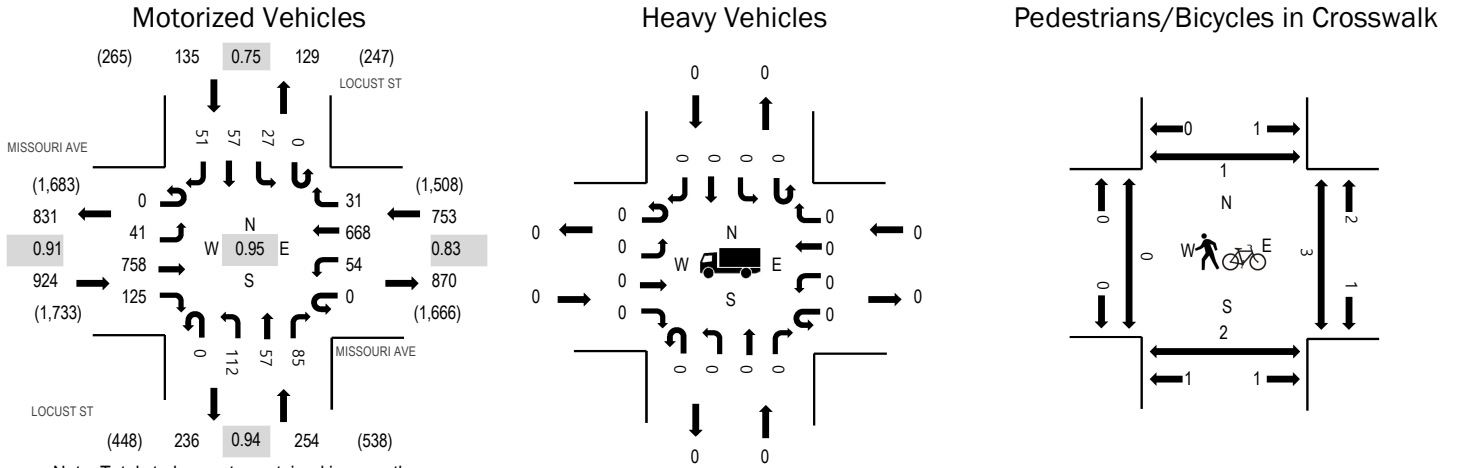
**Traffic Counts - Motorized Vehicles**

Interval Start Time	MISSOURI AVE Eastbound				MISSOURI AVE Westbound				SOLANO DR Northbound			SOLANO DR Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
2:30 PM	0	26	129	11	0	14	122	41	0	15	49	19	0	47	41	26	540	2,341
2:45 PM	0	28	141	9	0	17	159	48	0	19	52	15	0	44	48	29	609	2,457
3:00 PM	0	16	141	10	0	18	149	36	0	13	60	20	0	44	47	30	584	2,472
3:15 PM	0	31	148	9	0	19	134	35	0	18	64	13	0	52	48	37	608	2,531
3:30 PM	0	41	207	16	0	13	150	31	0	15	57	17	0	43	41	25	656	2,476
3:45 PM	0	25	170	13	0	19	138	48	0	10	59	17	0	39	55	31	624	
4:00 PM	0	26	184	17	0	21	139	34	0	12	44	17	0	49	66	34	643	
4:15 PM	0	21	133	14	0	25	124	29	0	11	47	14	0	51	54	30	553	
Count Total	0	214	1,253	99	0	146	1,115	302	0	113	432	132	0	369	400	242	4,817	
Peak Hour	0	123	709	55	0	72	561	148	0	55	224	64	0	183	210	127	2,531	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0	2:30 PM	2	0	0	0	2
2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0	0	2:45 PM	1	1	1	0	3
3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0	3:00 PM	4	0	3	0	7
3:15 PM	0	0	0	1	1	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0	3:30 PM	0	1	0	0	1
3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	1	1	1	0	3
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
Count Total	0	0	0	1	1	Count Total	0	0	0	0	0	Count Total	8	3	5	0	16
Peak Hour	0	0	0	1	1	Peak Hour	0	0	0	0	0	Peak Hour	1	2	1	0	4

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.91
WB	0.0%	0.83
NB	0.0%	0.94
SB	0.0%	0.75
All	0.0%	0.95

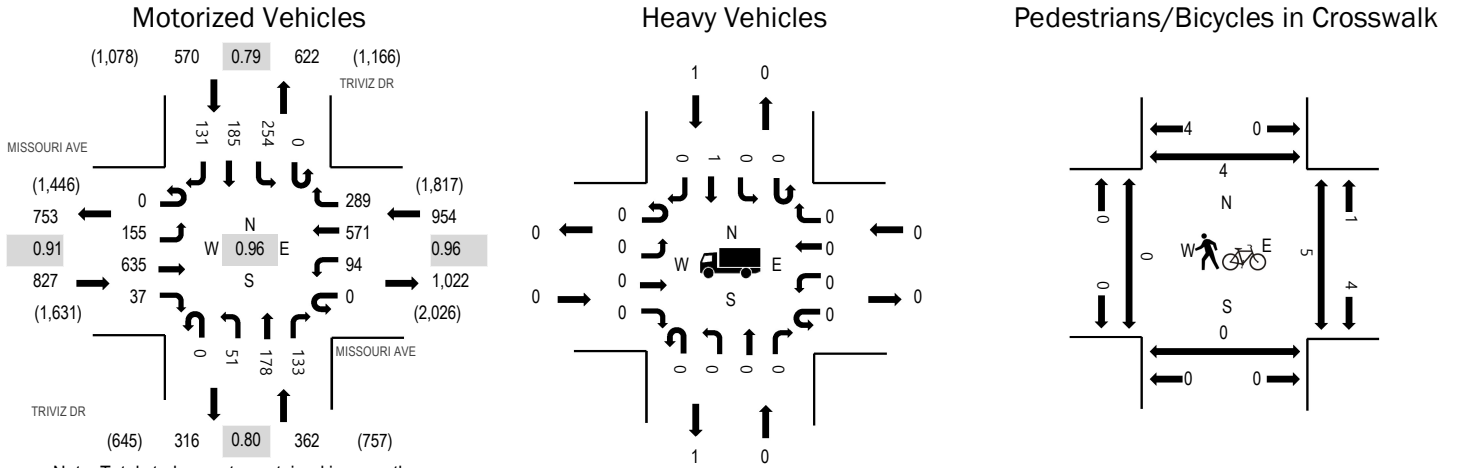
**Traffic Counts - Motorized Vehicles**

Interval Start Time	MISSOURI AVE Eastbound				MISSOURI AVE Westbound				LOCUST ST Northbound			LOCUST ST Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
2:30 PM	0	8	163	27	0	14	152	0	0	32	17	24	0	8	16	5	466	1,991
2:45 PM	0	10	153	20	0	10	218	6	0	37	19	23	0	7	20	7	530	2,054
3:00 PM	0	13	182	24	0	12	175	7	0	35	16	22	0	8	15	11	520	2,042
3:15 PM	0	6	159	29	0	13	152	7	0	35	15	23	0	9	14	13	475	2,066
3:30 PM	0	16	214	27	0	14	161	6	0	28	13	20	0	7	11	12	529	2,053
3:45 PM	0	11	181	38	0	11	172	9	0	32	16	24	0	4	12	8	518	
4:00 PM	0	8	204	31	0	16	183	9	0	17	13	18	0	7	20	18	544	
4:15 PM	0	7	176	26	0	14	142	5	0	24	10	25	0	5	14	14	462	
Count Total	0	79	1,432	222	0	104	1,355	49	0	240	119	179	0	55	122	88	4,044	
Peak Hour	0	41	758	125	0	54	668	31	0	112	57	85	0	27	57	51	2,066	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:30 PM	0	0	0	0	0	2:30 PM	1	0	0	0	1	2:30 PM	0	2	0	0	2
2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0	0
3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0	3:30 PM	0	0	2	1	3
3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0	3:45 PM	0	2	0	0	2
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	1	0	1
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
Count Total	0	0	0	0	0	Count Total	1	0	0	0	1	Count Total	0	4	3	1	8
Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0	Peak Hour	0	2	3	1	6

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.91
WB	0.0%	0.96
NB	0.0%	0.80
SB	0.2%	0.79
All	0.0%	0.96

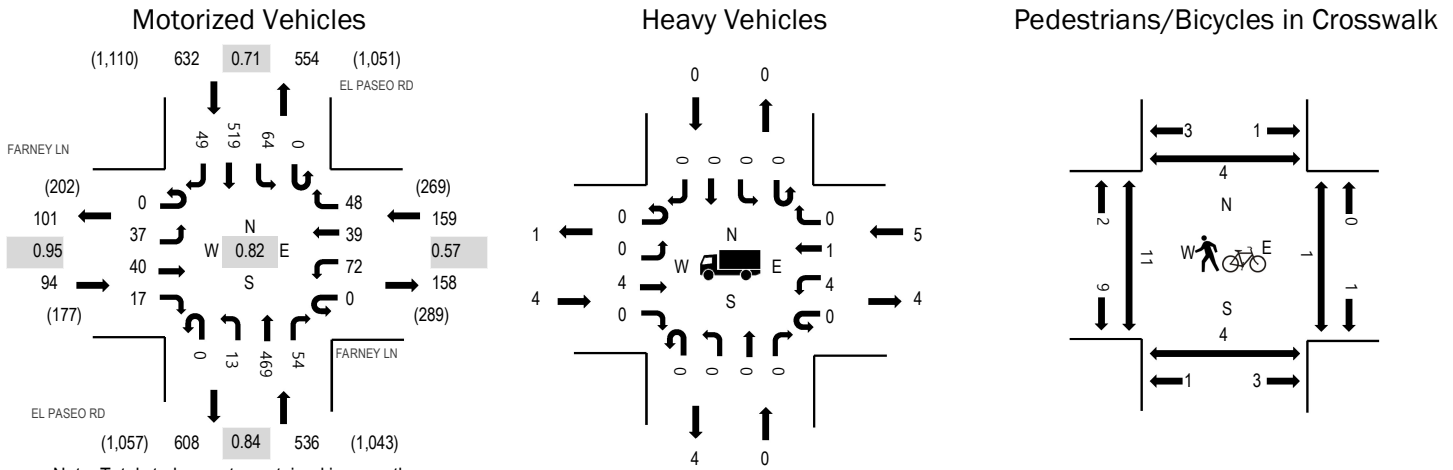
**Traffic Counts - Motorized Vehicles**

Interval Start Time	MISSOURI AVE Eastbound				MISSOURI AVE Westbound				TRIVIZ DR Northbound			TRIVIZ DR Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
2:30 PM	0	23	155	15	0	29	124	49	0	6	28	27	0	57	37	34	584	2,581
2:45 PM	0	37	155	17	0	27	148	76	0	20	47	38	0	71	35	24	695	2,675
3:00 PM	0	35	157	11	0	21	138	51	0	23	59	45	0	54	41	15	650	2,659
3:15 PM	0	35	158	9	0	32	142	65	0	15	38	27	0	49	54	28	652	2,713
3:30 PM	0	50	144	9	0	25	148	68	0	16	42	34	0	74	43	25	678	2,702
3:45 PM	0	37	182	11	0	19	143	86	0	9	46	32	0	42	40	32	679	
4:00 PM	0	33	151	8	0	18	138	70	0	11	52	40	0	89	48	46	704	
4:15 PM	0	34	147	18	0	31	117	52	0	13	53	36	0	62	47	31	641	
Count Total	0	284	1,249	98	0	202	1,098	517	0	113	365	279	0	498	345	235	5,283	
Peak Hour	0	155	635	37	0	94	571	289	0	51	178	133	0	254	185	131	2,713	

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

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0	2:30 PM	1	0	0	1	2
2:45 PM	0	1	0	0	1	2:45 PM	0	0	0	0	0	2:45 PM	1	1	0	0	2
3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	1	1
3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	3	3
3:30 PM	0	0	0	1	1	3:30 PM	0	0	0	0	0	3:30 PM	0	0	1	1	2
3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	1	1	3:45 PM	0	0	3	0	3
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	1	0	1
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	1	0	1
Count Total	0	1	0	1	2	Count Total	0	0	0	1	1	Count Total	2	1	6	6	15
Peak Hour	0	0	0	1	1	Peak Hour	0	0	0	1	1	Peak Hour	0	0	5	4	9

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	4.3%	0.95
WB	3.1%	0.57
NB	0.0%	0.84
SB	0.0%	0.71
All	0.6%	0.82

Traffic Counts - Motorized Vehicles

Interval Start Time	FARNEY LN Eastbound				FARNEY LN Westbound				EL PASEO RD Northbound				EL PASEO RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
2:30 PM	0	5	7	3	0	8	11	6	0	3	104	6	0	9	124	9	295	1,243
2:45 PM	0	3	18	2	0	11	14	8	0	3	124	11	0	8	99	6	307	1,381
3:00 PM	0	7	13	4	0	11	8	10	0	8	122	15	0	10	81	9	298	1,388
3:15 PM	0	9	8	5	0	9	5	14	0	5	144	21	0	11	104	8	343	1,421
3:30 PM	0	8	11	6	0	41	12	18	0	6	100	10	0	29	176	16	433	1,356
3:45 PM	0	11	11	2	0	15	10	6	0	2	109	15	0	13	108	12	314	
4:00 PM	0	9	10	4	0	7	12	10	0	0	116	8	0	11	131	13	331	
4:15 PM	0	5	9	7	0	2	13	8	0	5	95	11	0	14	97	12	278	
Count Total	0	57	87	33	0	104	85	80	0	32	914	97	0	105	920	85	2,599	
Peak Hour	0	37	40	17	0	72	39	48	0	13	469	54	0	64	519	49	1,421	

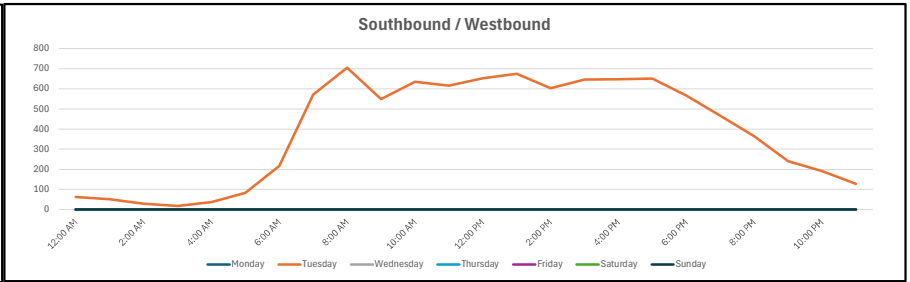
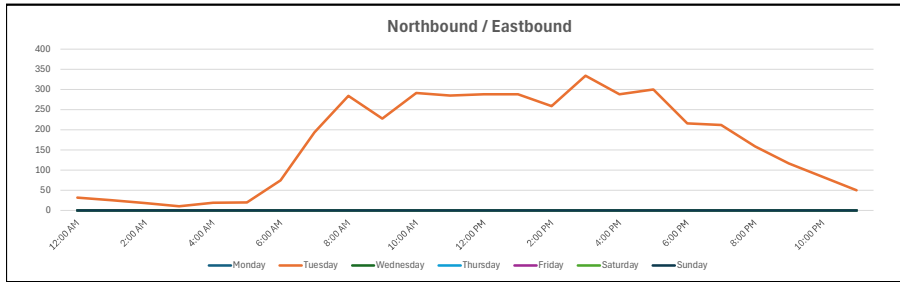
Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:30 PM	1	0	1	0	2	2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0
2:45 PM	4	0	2	0	6	2:45 PM	0	0	0	0	0	2:45 PM	0	3	0	0	3
3:00 PM	1	1	3	0	5	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:15 PM	0	0	2	0	2	3:15 PM	0	0	0	1	1	3:15 PM	3	1	0	1	5
3:30 PM	4	0	1	0	5	3:30 PM	0	0	0	0	0	3:30 PM	3	1	1	2	7
3:45 PM	0	0	2	0	2	3:45 PM	0	0	0	0	0	3:45 PM	3	0	0	0	3
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	2	2	0	1	5
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	1	1	2
Count Total	10	1	11	0	22	Count Total	0	0	0	1	1	Count Total	11	7	2	5	25
Peak Hour	4	0	5	0	9	Peak Hour	0	0	0	1	1	Peak Hour	11	4	1	4	20

## Vehicle Volume Report - Hourly

Site Description: University Ave E.O Solano Dr  
 Site Number: 26  
 Start Date: 4/23/2024  
 End Date: 4/23/2024

Time	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			3 Day Avg		5 Day Avg		7 Day Avg			
	4/29/24			4/23/24			4/24/24			4/25/24			4/26/24			4/27/24			4/28/24			Tue-Thu		Mon-Fri		Mon-Sun			
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	EB	WB	EB
12:00 AM	-	-	-	32	63	95	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1:00 AM	-	-	-	25	51	76	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
2:00 AM	-	-	-	18	30	48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
3:00 AM	-	-	-	10	18	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4:00 AM	-	-	-	19	37	56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
5:00 AM	-	-	-	20	84	104	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
6:00 AM	-	-	-	75	217	292	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
7:00 AM	-	-	-	194	571	765	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
8:00 AM	-	-	-	284	704	988	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
9:00 AM	-	-	-	228	548	776	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
10:00 AM	-	-	-	291	635	926	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
11:00 AM	-	-	-	285	615	900	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
12:00 PM	-	-	-	288	653	941	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1:00 PM	-	-	-	288	674	962	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
2:00 PM	-	-	-	259	603	862	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
3:00 PM	-	-	-	334	645	979	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4:00 PM	-	-	-	288	648	936	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
5:00 PM	-	-	-	300	650	950	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
6:00 PM	-	-	-	216	566	782	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
7:00 PM	-	-	-	212	466	678	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
8:00 PM	-	-	-	159	365	524	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
9:00 PM	-	-	-	117	240	357	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
10:00 PM	-	-	-	83	191	274	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
11:00 PM	-	-	-	50	128	178	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
6:00 AM - 9:00 AM	-	-	-	553	1492	2045	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
3:00 PM - 6:00 PM	-	-	-	922	1943	2865	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
6:00 AM - 7:00 PM	-	-	-	3330	7729	11059	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
12:00 AM - 12:00 AM	-	-	-	4075	9402	13477	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Percent	-	-	-	30.2%	69.8%	100.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
AM Peak	-	-	-	8:00 AM	9:00 AM		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
PM Peak	-	-	-	3:00 PM	4:00 PM		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	



## Vehicle Classification Report - Hourly

**Site Description:** 26  
**Site Number:** 26  
**Start Date:** 4/23/2024  
**End Date:** 4/23/2024

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

FHWA Vehicle Classification - Total Study														
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
Eastbound	4075	6	3494	489	11	68	3	2	0	2	0	0	0	0
<i>Percent</i>	<i>100.0%</i>	<i>0.1%</i>	<i>85.7%</i>	<i>12.0%</i>	<i>0.3%</i>	<i>1.7%</i>	<i>0.1%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>
Westbound	9402	85	7778	1141	48	153	36	68	61	16	3	3	1	9
<i>Percent</i>	<i>100.0%</i>	<i>0.9%</i>	<i>82.7%</i>	<i>12.1%</i>	<i>0.5%</i>	<i>1.6%</i>	<i>0.4%</i>	<i>0.7%</i>	<i>0.6%</i>	<i>0.2%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.1%</i>
Total	13477	91	11272	1630	59	221	39	70	61	18	3	3	1	9
<i>Percent</i>	<i>100.0%</i>	<i>0.7%</i>	<i>83.6%</i>	<i>12.1%</i>	<i>0.4%</i>	<i>1.6%</i>	<i>0.3%</i>	<i>0.5%</i>	<i>0.5%</i>	<i>0.1%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.1%</i>

Site Description: 26  
 Site Number: 26  
 Start Date: 4/23/2024  
 End Date: 4/23/2024

### Vehicle Classification Report (Eastbound - 04/23/2024)

Tuesday	Total	Eastbound												
		Classes												
4/23/24		1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	32	0	28	4	0	0	0	0	0	0	0	0	0	0
1:00 AM	25	0	18	7	0	0	0	0	0	0	0	0	0	0
2:00 AM	18	0	14	3	0	1	0	0	0	0	0	0	0	0
3:00 AM	10	0	9	1	0	0	0	0	0	0	0	0	0	0
4:00 AM	19	0	8	11	0	0	0	0	0	0	0	0	0	0
5:00 AM	20	0	15	3	0	1	0	0	0	1	0	0	0	0
6:00 AM	75	1	52	19	2	1	0	0	0	0	0	0	0	0
7:00 AM	194	0	162	27	0	5	0	0	0	0	0	0	0	0
8:00 AM	284	0	257	21	2	3	1	0	0	0	0	0	0	0
9:00 AM	228	2	183	37	1	5	0	0	0	0	0	0	0	0
10:00 AM	291	1	252	32	0	5	0	0	0	1	0	0	0	0
11:00 AM	285	0	251	28	0	5	1	0	0	0	0	0	0	0
12:00 PM	288	0	254	25	1	7	1	0	0	0	0	0	0	0
1:00 PM	288	1	251	29	2	3	0	2	0	0	0	0	0	0
2:00 PM	259	0	224	28	0	7	0	0	0	0	0	0	0	0
3:00 PM	334	0	294	35	1	4	0	0	0	0	0	0	0	0
4:00 PM	288	0	251	31	0	6	0	0	0	0	0	0	0	0
5:00 PM	300	0	273	23	1	3	0	0	0	0	0	0	0	0
6:00 PM	216	0	179	35	0	2	0	0	0	0	0	0	0	0
7:00 PM	212	1	188	20	0	3	0	0	0	0	0	0	0	0
8:00 PM	159	0	136	20	0	3	0	0	0	0	0	0	0	0
9:00 PM	117	0	92	24	0	1	0	0	0	0	0	0	0	0
10:00 PM	83	0	62	19	1	1	0	0	0	0	0	0	0	0
11:00 PM	50	0	41	7	0	2	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	553	1	471	67	4	9	1	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	922	0	818	89	2	13	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	3330	5	2883	370	10	56	3	2	0	1	0	0	0	0
12:00 AM - 12:00 AM	4075	6	3494	489	11	68	3	2	0	2	0	0	0	0
Percent	100%	0.1%	85.7%	12.0%	0.3%	1.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Site Description: 26  
 Site Number: 26  
 Start Date: 4/23/2024  
 End Date: 4/23/2024

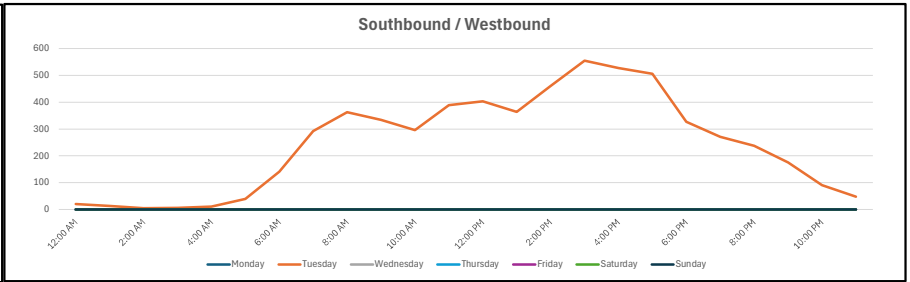
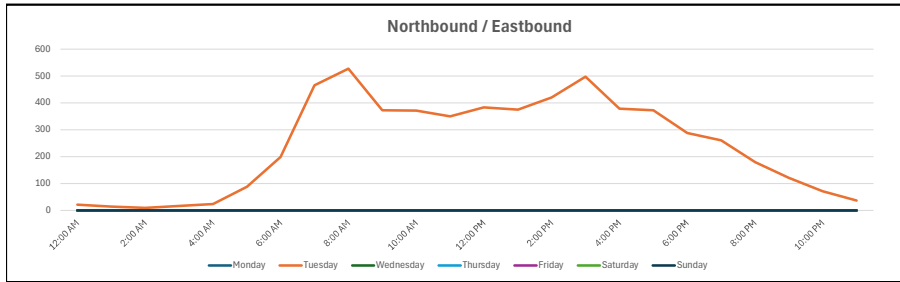
### Vehicle Classification Report (Westbound - 04/23/2024)

Tuesday	Total	Westbound																
		Classes																
		1	2	3	4	5	6	7	8	9	10	11	12	13				
4/23/24																		
12:00 AM	63	0	54	7	0	1	1	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	51	0	45	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	30	0	26	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	18	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	37	0	26	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	84	1	56	21	0	4	1	0	0	1	0	0	0	0	0	0	0	0
6:00 AM	217	1	150	50	4	11	0	0	1	0	0	0	0	0	0	0	0	0
7:00 AM	571	4	470	72	6	7	1	4	6	1	0	0	0	0	0	0	0	0
8:00 AM	704	6	591	82	4	8	4	3	5	0	1	0	0	0	0	0	0	0
9:00 AM	548	5	455	65	4	5	5	4	4	0	1	0	0	0	0	0	0	0
10:00 AM	635	9	500	87	3	19	4	9	1	2	0	1	0	0	0	0	0	0
11:00 AM	615	7	500	80	4	8	2	4	6	0	1	0	0	0	0	0	0	3
12:00 PM	653	7	548	69	4	12	2	7	3	0	0	0	0	0	0	0	0	1
1:00 PM	674	7	560	82	2	10	6	2	3	2	0	0	0	0	0	0	0	0
2:00 PM	603	8	489	75	3	10	2	10	4	1	0	0	0	0	0	0	0	0
3:00 PM	645	1	549	69	2	4	2	5	6	3	0	2	0	0	0	0	0	2
4:00 PM	648	5	541	74	1	13	0	6	6	2	0	0	0	0	0	0	0	0
5:00 PM	650	4	552	63	1	10	3	4	8	2	0	0	0	0	0	0	0	3
6:00 PM	566	6	468	67	3	7	3	5	5	2	0	0	0	0	0	0	0	0
7:00 PM	466	6	400	44	1	11	0	3	1	0	0	0	0	0	0	0	0	0
8:00 PM	365	4	317	32	2	7	0	1	2	0	0	0	0	0	0	0	0	0
9:00 PM	240	1	200	35	0	3	0	1	0	0	0	0	0	0	0	0	0	0
10:00 PM	191	2	158	28	3	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	128	1	107	18	0	2	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	1492	11	1211	204	14	26	5	7	12	1	1	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	1943	10	1642	206	4	27	5	15	20	7	0	2	0	0	0	0	0	5
6:00 AM - 7:00 PM	7729	70	6373	935	41	124	34	63	58	15	3	3	1	0	0	0	0	9
12:00 AM - 12:00 AM	9402	85	7778	1141	48	153	36	68	61	16	3	3	1	0	0	0	0	9
Percent	100%	0.9%	82.7%	12.1%	0.5%	1.6%	0.4%	0.7%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%

## Vehicle Volume Report - Hourly

Site Description: Main St N.O University Ave  
 Site Number: 27  
 Start Date: 4/23/2024  
 End Date: 4/23/2024

Time	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			3 Day Avg		5 Day Avg		7 Day Avg	
	4/29/24			4/23/24			4/24/24			4/25/24			4/26/24			4/27/24			4/28/24			Tue-Thu		Mon-Fri		Mon-Sun	
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	NB	SB	NB	SB
12:00 AM	-	-	-	21	21	42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 AM	-	-	-	14	13	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 AM	-	-	-	10	5	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 AM	-	-	-	17	7	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 AM	-	-	-	24	11	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 AM	-	-	-	88	39	127	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM	-	-	-	199	141	340	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	-	-	-	465	293	758	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 AM	-	-	-	528	363	891	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 AM	-	-	-	373	334	707	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	-	-	-	371	296	667	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	-	-	-	350	389	739	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	-	-	-	383	403	786	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 PM	-	-	-	375	364	739	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	-	-	-	420	460	880	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	-	-	-	498	555	1053	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	-	-	-	379	527	906	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	-	-	-	373	506	879	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 PM	-	-	-	288	327	615	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 PM	-	-	-	261	271	532	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 PM	-	-	-	180	238	418	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 PM	-	-	-	121	176	297	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 PM	-	-	-	71	91	162	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 PM	-	-	-	37	48	85	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 9:00 AM	-	-	-	1192	797	1989	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	1250	1588	2838	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	5002	4958	9960	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	5846	5878	11724	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Percent	-	-	-	49.9%	50.1%	100.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM Peak	-	-	-	8:00 AM	9:00 AM		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PM Peak	-	-	-	3:00 PM	4:00 PM		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



## Vehicle Classification Report - Hourly

**Site Description:** Main St N.O University Ave  
**Site Number:** 27  
**Start Date:** 4/23/2024  
**End Date:** 4/23/2024

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

FHWA Vehicle Classification - Total Study														
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
Northbound	5846	24	3954	1511	27	154	26	45	30	62	5	1	0	7
<i>Percent</i>	100.0%	0.4%	67.6%	25.8%	0.5%	2.6%	0.4%	0.8%	0.5%	1.1%	0.1%	0.0%	0.0%	0.1%
Southbound	5878	28	3935	1543	31	267	12	26	23	9	0	1	0	3
<i>Percent</i>	100.0%	0.5%	66.9%	26.3%	0.5%	4.5%	0.2%	0.4%	0.4%	0.2%	0.0%	0.0%	0.0%	0.1%
Total	11724	52	7889	3054	58	421	38	71	53	71	5	2	0	10
<i>Percent</i>	100.0%	0.4%	67.3%	26.0%	0.5%	3.6%	0.3%	0.6%	0.5%	0.6%	0.0%	0.0%	0.0%	0.1%

Site Description: Main St N.O University Ave  
 Site Number: 27  
 Start Date: 4/23/2024  
 End Date: 4/23/2024

### Vehicle Classification Report (Northbound - 04/23/2024)

Tuesday	Total	Northbound															
		Classes															
		1	2	3	4	5	6	7	8	9	10	11	12	13			
4/23/24																	
12:00 AM	21	0	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	14	0	8	3	0	1	0	0	0	2	0	0	0	0	0	0	0
2:00 AM	10	0	7	1	0	1	0	0	0	1	0	0	0	0	0	0	0
3:00 AM	17	0	11	5	0	1	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	24	0	16	7	0	1	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	88	0	59	23	1	4	0	1	0	0	0	0	0	0	0	0	0
6:00 AM	199	1	118	68	2	6	0	3	0	1	0	0	0	0	0	0	0
7:00 AM	465	1	325	117	1	11	1	2	2	5	0	0	0	0	0	0	0
8:00 AM	528	1	379	104	2	15	3	9	4	8	1	0	0	0	0	2	2
9:00 AM	373	1	238	96	3	16	3	3	2	9	0	0	0	0	0	2	2
10:00 AM	371	2	219	121	1	12	4	3	3	5	1	0	0	0	0	0	0
11:00 AM	350	4	230	85	1	15	3	2	3	7	0	0	0	0	0	0	0
12:00 PM	383	2	246	110	2	9	2	1	2	6	0	1	0	0	2	2	2
1:00 PM	375	1	236	112	2	7	2	2	4	7	1	0	0	0	1	1	1
2:00 PM	420	1	283	113	2	7	2	5	1	5	1	0	0	0	0	0	0
3:00 PM	498	1	344	132	2	10	0	4	2	2	1	0	0	0	0	0	0
4:00 PM	379	2	261	102	4	3	2	3	2	0	0	0	0	0	0	0	0
5:00 PM	373	4	248	100	0	12	1	5	3	0	0	0	0	0	0	0	0
6:00 PM	288	2	207	64	1	10	0	1	2	1	0	0	0	0	0	0	0
7:00 PM	261	0	189	68	1	3	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	180	0	140	28	1	7	2	1	0	1	0	0	0	0	0	0	0
9:00 PM	121	1	93	24	0	2	1	0	0	0	0	0	0	0	0	0	0
10:00 PM	71	0	58	10	1	1	0	0	0	1	0	0	0	0	0	0	0
11:00 PM	37	0	23	13	0	0	0	0	0	1	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	1192	3	822	289	5	32	4	14	6	14	1	0	0	0	2	2	2
3:00 PM - 6:00 PM	1250	7	853	334	6	25	3	12	7	2	1	0	0	0	0	0	0
6:00 AM - 7:00 PM	5002	23	3334	1324	23	133	23	43	30	56	5	1	0	0	7	7	7
12:00 AM - 12:00 AM	5846	24	3954	1511	27	154	26	45	30	62	5	1	0	0	7	7	7
Percent	100%	0.4%	67.6%	25.8%	0.5%	2.6%	0.4%	0.8%	0.5%	1.1%	0.1%	0.0%	0.0%	0.0%	0.1%	0.1%	0.1%

Site Description: Main St N.O University Ave  
 Site Number: 27  
 Start Date: 4/23/2024  
 End Date: 4/23/2024

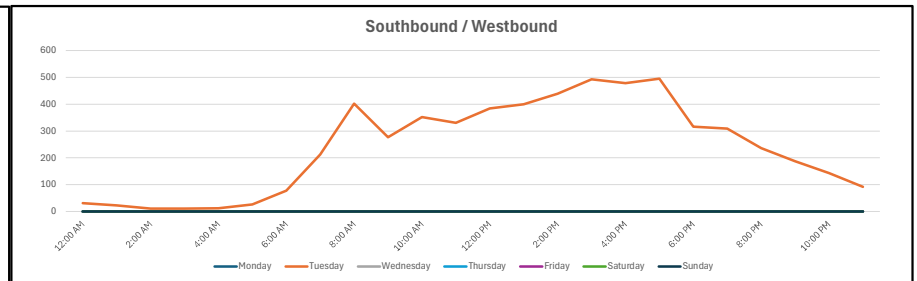
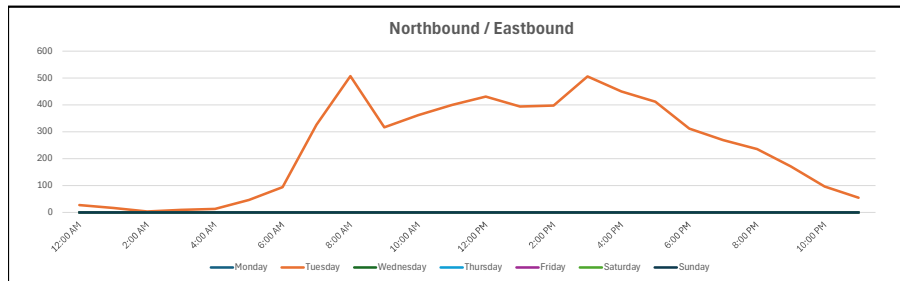
**Vehicle Classification Report (Southbound - 04/23/2024)**

Tuesday	Total	Southbound															
		Classes															
		1	2	3	4	5	6	7	8	9	10	11	12	13			
4/23/24																	
12:00 AM	21	0	14	7	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	13	0	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	7	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	11	0	7	2	0	1	0	0	0	0	1	0	0	0	0	0	0
5:00 AM	39	0	21	11	1	6	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	141	1	68	58	4	10	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	293	1	183	84	2	22	0	1	0	0	0	0	0	0	0	0	0
8:00 AM	363	2	230	95	2	30	0	3	1	0	0	0	0	0	0	0	0
9:00 AM	334	0	212	103	0	18	0	0	0	1	0	0	0	0	0	0	0
10:00 AM	296	1	182	92	3	13	3	0	1	1	0	0	0	0	0	0	0
11:00 AM	389	1	234	119	3	24	2	2	2	2	0	0	0	0	0	0	0
12:00 PM	403	5	273	105	2	16	1	0	1	0	0	0	0	0	0	0	0
1:00 PM	364	3	235	100	1	23	0	0	1	0	0	1	0	0	0	0	0
2:00 PM	460	3	302	115	6	25	1	3	1	4	0	0	0	0	0	0	0
3:00 PM	555	3	388	130	3	16	3	5	7	0	0	0	0	0	0	0	0
4:00 PM	527	2	349	135	3	28	1	4	3	0	0	0	0	0	0	0	2
5:00 PM	506	4	356	128	0	13	0	1	3	0	0	0	0	0	0	0	1
6:00 PM	327	1	237	82	0	5	0	2	0	0	0	0	0	0	0	0	0
7:00 PM	271	0	210	49	1	8	0	3	0	0	0	0	0	0	0	0	0
8:00 PM	238	1	185	47	0	2	1	0	2	0	0	0	0	0	0	0	0
9:00 PM	176	0	125	45	0	4	0	1	1	0	0	0	0	0	0	0	0
10:00 PM	91	0	70	19	0	1	0	1	0	0	0	0	0	0	0	0	0
11:00 PM	48	0	37	9	0	2	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	797	4	481	237	8	62	0	4	1	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	1588	9	1093	393	6	57	4	10	13	0	0	0	0	0	0	0	3
6:00 AM - 7:00 PM	4958	27	3249	1346	29	243	11	21	20	8	0	1	0	0	0	0	3
12:00 AM - 12:00 AM	5878	28	3935	1543	31	267	12	26	23	9	0	1	0	0	0	0	3
Percent	100%	0.5%	66.9%	26.3%	0.5%	4.5%	0.2%	0.4%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%

## Vehicle Volume Report - Hourly

Site Description: El Paseo Rd N.O University Ave  
 Site Number: 28  
 Start Date: 4/23/2024  
 End Date: 4/23/2024

Time	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			3 Day Avg		5 Day Avg		7 Day Avg	
	4/29/24			4/23/24			4/24/24			4/25/24			4/26/24			4/27/24			4/28/24			Tue-Thu		Mon-Fri		Mon-Sun	
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	NB	SB	NB	SB
12:00 AM	-	-	-	27	31	58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1:00 AM	-	-	-	16	23	39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
2:00 AM	-	-	-	4	11	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
3:00 AM	-	-	-	9	11	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4:00 AM	-	-	-	13	12	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
5:00 AM	-	-	-	46	27	73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
6:00 AM	-	-	-	94	78	172	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
7:00 AM	-	-	-	326	213	539	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
8:00 AM	-	-	-	507	402	909	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
9:00 AM	-	-	-	317	277	594	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
10:00 AM	-	-	-	362	352	714	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
11:00 AM	-	-	-	400	330	730	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
12:00 PM	-	-	-	431	384	815	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1:00 PM	-	-	-	394	400	794	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
2:00 PM	-	-	-	397	439	836	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
3:00 PM	-	-	-	506	493	999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4:00 PM	-	-	-	450	478	928	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
5:00 PM	-	-	-	412	495	907	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
6:00 PM	-	-	-	312	316	628	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
7:00 PM	-	-	-	269	309	578	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
8:00 PM	-	-	-	236	237	473	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
9:00 PM	-	-	-	171	188	359	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
10:00 PM	-	-	-	96	143	239	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
11:00 PM	-	-	-	55	92	147	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
6:00 AM - 9:00 AM	-	-	-	927	693	1620	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
3:00 PM - 6:00 PM	-	-	-	1368	1466	2834	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
6:00 AM - 7:00 PM	-	-	-	4908	4657	9565	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
12:00 AM - 12:00 AM	-	-	-	5850	5741	11591	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Percent	-	-	-	50.5%	49.5%	100.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
AM Peak	-	-	-	8:00 AM	9:00 AM		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
PM Peak	-	-	-	3:00 PM	4:00 PM		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	



## Vehicle Classification Report - Hourly

**Site Description:** 28  
**Site Number:** 28  
**Start Date:** 4/23/2024  
**End Date:** 4/23/2024

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

FHWA Vehicle Classification - Total Study														
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
Northbound	5850	29	4572	970	35	156	19	31	22	5	1	1	0	9
<i>Percent</i>	<i>100.0%</i>	<i>0.5%</i>	<i>78.2%</i>	<i>16.6%</i>	<i>0.6%</i>	<i>2.7%</i>	<i>0.3%</i>	<i>0.5%</i>	<i>0.4%</i>	<i>0.1%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.2%</i>
Southbound	5741	29	4434	984	21	164	9	26	20	41	8	2	1	2
<i>Percent</i>	<i>100.0%</i>	<i>0.5%</i>	<i>77.2%</i>	<i>17.1%</i>	<i>0.4%</i>	<i>2.9%</i>	<i>0.2%</i>	<i>0.5%</i>	<i>0.3%</i>	<i>0.7%</i>	<i>0.1%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>
Total	11591	58	9006	1954	56	320	28	57	42	46	9	3	1	11
<i>Percent</i>	<i>100.0%</i>	<i>0.5%</i>	<i>77.7%</i>	<i>16.9%</i>	<i>0.5%</i>	<i>2.8%</i>	<i>0.2%</i>	<i>0.5%</i>	<i>0.4%</i>	<i>0.4%</i>	<i>0.1%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.1%</i>

Site Description: 28  
 Site Number: 28  
 Start Date: 4/23/2024  
 End Date: 4/23/2024

### Vehicle Classification Report (Northbound - 04/23/2024)

Tuesday	Total	Northbound																
		Classes																
		1	2	3	4	5	6	7	8	9	10	11	12	13				
4/23/24																		
12:00 AM	27	0	22	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	16	0	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	9	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	13	0	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	46	0	28	16	0	0	1	0	0	1	0	0	0	0	0	0	0	0
6:00 AM	94	0	64	26	0	3	1	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	326	1	253	56	1	9	0	2	1	1	0	1	0	1	0	0	1	1
8:00 AM	507	0	387	87	7	11	1	5	6	1	0	0	0	0	0	0	2	2
9:00 AM	317	1	234	62	2	11	3	2	1	1	0	0	0	0	0	0	0	0
10:00 AM	362	5	273	64	0	18	1	1	0	0	0	0	0	0	0	0	0	0
11:00 AM	400	2	305	80	0	10	1	1	1	0	0	0	0	0	0	0	0	0
12:00 PM	431	1	328	76	2	16	4	1	3	0	0	0	0	0	0	0	0	0
1:00 PM	394	1	306	71	1	11	1	2	1	0	0	0	0	0	0	0	0	0
2:00 PM	397	2	316	58	3	13	0	2	0	1	0	0	0	0	0	0	2	2
3:00 PM	506	2	399	82	8	5	1	3	3	0	1	0	0	0	0	0	2	2
4:00 PM	450	2	361	63	2	17	1	3	1	0	0	0	0	0	0	0	0	0
5:00 PM	412	3	326	62	4	11	0	5	0	0	0	0	0	0	0	0	1	1
6:00 PM	312	0	261	39	1	8	0	1	1	0	0	0	0	0	0	0	1	1
7:00 PM	269	6	208	43	2	5	1	1	3	0	0	0	0	0	0	0	0	0
8:00 PM	236	2	194	31	0	6	1	1	1	0	0	0	0	0	0	0	0	0
9:00 PM	171	0	139	29	0	1	2	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	96	0	86	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	55	0	51	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	927	1	704	169	8	23	2	7	7	2	0	1	0	0	0	0	3	3
3:00 PM - 6:00 PM	1368	7	1086	207	14	33	2	11	4	0	1	0	0	0	0	0	3	3
6:00 AM - 7:00 PM	4908	20	3813	826	31	143	14	28	18	4	1	1	0	0	0	0	9	9
12:00 AM - 12:00 AM	5850	29	4572	970	35	156	19	31	22	5	1	1	0	0	0	0	9	9
Percent	100%	0.5%	78.2%	16.6%	0.6%	2.7%	0.3%	0.5%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.2%

Site Description: 28  
 Site Number: 28  
 Start Date: 4/23/2024  
 End Date: 4/23/2024

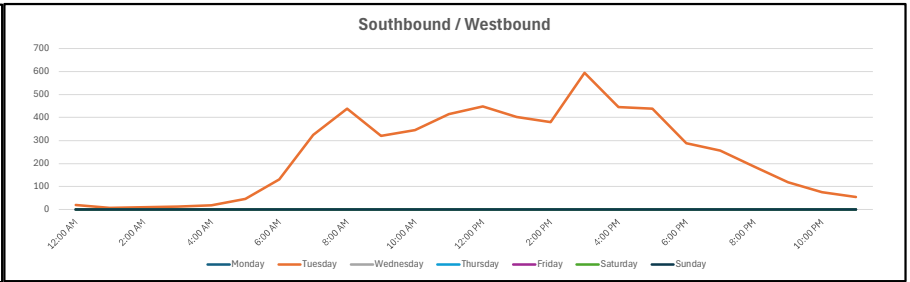
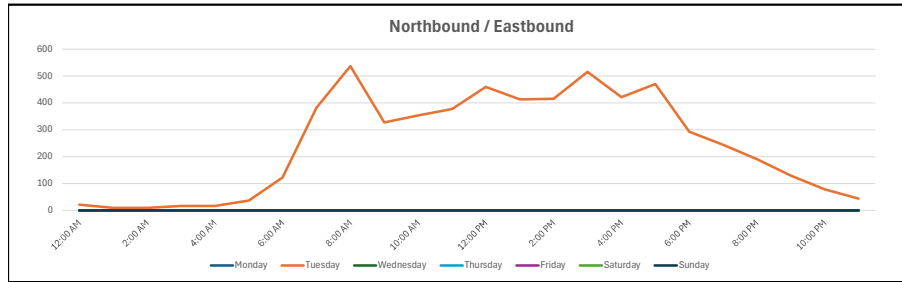
### Vehicle Classification Report (Southbound - 04/23/2024)

Tuesday	Total	Southbound																
		Classes																
		1	2	3	4	5	6	7	8	9	10	11	12	13				
4/23/24																		
12:00 AM	31	0	27	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0
1:00 AM	23	0	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	11	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	11	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	12	0	9	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0
5:00 AM	27	0	23	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	78	0	50	22	1	4	0	0	1	0	0	0	0	0	0	0	0	0
7:00 AM	213	0	161	42	1	2	0	2	1	3	0	0	0	0	0	0	1	1
8:00 AM	402	2	327	49	4	11	0	2	1	6	0	0	0	0	0	0	0	0
9:00 AM	277	0	199	55	0	13	2	1	1	6	0	0	0	0	0	0	0	0
10:00 AM	352	1	266	63	3	10	2	1	0	6	0	0	0	0	0	0	0	0
11:00 AM	330	2	251	54	3	13	0	2	0	3	1	0	1	0	1	0	0	0
12:00 PM	384	1	290	74	1	12	0	1	0	3	1	1	0	0	0	0	0	0
1:00 PM	400	4	301	75	1	8	1	1	3	5	1	0	0	0	0	0	0	0
2:00 PM	439	2	334	78	1	12	0	3	1	4	3	0	0	0	0	0	1	1
3:00 PM	493	3	380	74	3	17	2	5	3	4	2	0	0	0	0	0	0	0
4:00 PM	478	3	369	83	1	14	0	4	4	0	0	0	0	0	0	0	0	0
5:00 PM	495	2	389	78	1	17	1	4	2	0	0	1	0	0	0	0	0	0
6:00 PM	316	1	252	49	1	13	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	309	3	249	52	0	3	1	0	1	0	0	0	0	0	0	0	0	0
8:00 PM	237	1	185	46	0	4	0	0	1	0	0	0	0	0	0	0	0	0
9:00 PM	188	0	148	34	0	6	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	143	2	115	25	0	1	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	92	2	69	17	0	4	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	693	2	538	113	6	17	0	4	3	9	0	0	0	0	0	0	1	1
3:00 PM - 6:00 PM	1466	8	1138	235	5	48	3	13	9	4	2	1	0	0	0	0	0	0
6:00 AM - 7:00 PM	4657	21	3569	796	21	146	8	26	17	40	8	2	1	2	2	2	2	2
12:00 AM - 12:00 AM	5741	29	4434	984	21	164	9	26	20	41	8	2	1	2	2	2	2	2
Percent	100%	0.5%	77.2%	17.1%	0.4%	2.9%	0.2%	0.5%	0.3%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

## Vehicle Volume Report - Hourly

Site Description: Boutz Rd E.O Main St  
 Site Number: 29  
 Start Date: 4/23/2024  
 End Date: 4/23/2024

Time	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			3 Day Avg		5 Day Avg		7 Day Avg	
	4/29/24			4/23/24			4/24/24			4/25/24			4/26/24			4/27/24			4/28/24			Tue-Thu		Mon-Fri		Mon-Sun	
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	EB	WB	EB	WB
12:00 AM	-	-	-	21	20	41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1:00 AM	-	-	-	10	8	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
2:00 AM	-	-	-	10	10	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
3:00 AM	-	-	-	16	13	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4:00 AM	-	-	-	17	19	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
5:00 AM	-	-	-	37	47	84	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
6:00 AM	-	-	-	122	131	253	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
7:00 AM	-	-	-	382	325	707	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
8:00 AM	-	-	-	537	438	975	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
9:00 AM	-	-	-	328	321	649	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
10:00 AM	-	-	-	353	345	698	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
11:00 AM	-	-	-	377	415	792	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
12:00 PM	-	-	-	460	448	908	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1:00 PM	-	-	-	413	402	815	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
2:00 PM	-	-	-	416	380	796	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
3:00 PM	-	-	-	516	594	1110	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4:00 PM	-	-	-	421	445	866	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
5:00 PM	-	-	-	471	439	910	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
6:00 PM	-	-	-	293	288	581	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
7:00 PM	-	-	-	244	256	500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
8:00 PM	-	-	-	190	186	376	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
9:00 PM	-	-	-	130	118	248	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
10:00 PM	-	-	-	79	75	154	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
11:00 PM	-	-	-	44	55	99	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
6:00 AM - 9:00 AM	-	-	-	1041	894	1935	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
3:00 PM - 6:00 PM	-	-	-	1408	1478	2886	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
6:00 AM - 7:00 PM	-	-	-	5089	4971	10060	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
12:00 AM - 12:00 AM	-	-	-	5887	5778	11665	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Percent	-	-	-	50.5%	49.5%	100.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
AM Peak	-	-	-	8:00 AM	9:00 AM		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
PM Peak	-	-	-	3:00 PM	4:00 PM		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	



## Vehicle Classification Report - Hourly

**Site Description:** Boutz Rd E.O Main St  
**Site Number:** 29  
**Start Date:** 4/23/2024  
**End Date:** 4/23/2024

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

FHWA Vehicle Classification - Total Study														
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
Eastbound	5887	23	4471	1136	48	139	6	29	25	5	2	0	0	3
<i>Percent</i>	<i>100.0%</i>	<i>0.4%</i>	<i>75.9%</i>	<i>19.3%</i>	<i>0.8%</i>	<i>2.4%</i>	<i>0.1%</i>	<i>0.5%</i>	<i>0.4%</i>	<i>0.1%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.1%</i>
Westbound	5778	18	4339	1178	32	151	6	27	12	9	0	1	0	5
<i>Percent</i>	<i>100.0%</i>	<i>0.3%</i>	<i>75.1%</i>	<i>20.4%</i>	<i>0.6%</i>	<i>2.6%</i>	<i>0.1%</i>	<i>0.5%</i>	<i>0.2%</i>	<i>0.2%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.1%</i>
Total	11665	41	8810	2314	80	290	12	56	37	14	2	1	0	8
<i>Percent</i>	<i>100.0%</i>	<i>0.4%</i>	<i>75.5%</i>	<i>19.8%</i>	<i>0.7%</i>	<i>2.5%</i>	<i>0.1%</i>	<i>0.5%</i>	<i>0.3%</i>	<i>0.1%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.1%</i>

Site Description: Boutz Rd E.O Main St  
 Site Number: 29  
 Start Date: 4/23/2024  
 End Date: 4/23/2024

### Vehicle Classification Report (Eastbound - 04/23/2024)

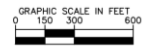
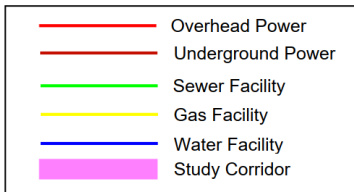
Tuesday	Total	Eastbound															
		Classes															
		1	2	3	4	5	6	7	8	9	10	11	12	13			
4/23/24																	
12:00 AM	21	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	10	0	8	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	10	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	16	0	15	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4:00 AM	17	0	12	3	1	1	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	37	0	23	11	0	1	2	0	0	0	0	0	0	0	0	0	0
6:00 AM	122	0	80	34	3	5	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	382	2	288	74	6	10	1	0	1	0	0	0	0	0	0	0	0
8:00 AM	537	1	402	108	6	16	0	2	1	1	0	0	0	0	0	0	0
9:00 AM	328	1	236	69	6	11	0	3	2	0	0	0	0	0	0	0	0
10:00 AM	353	1	259	71	4	10	1	2	3	0	2	0	0	0	0	0	0
11:00 AM	377	1	288	78	2	7	0	0	1	0	0	0	0	0	0	0	0
12:00 PM	460	4	352	77	2	13	1	5	4	2	0	0	0	0	0	0	0
1:00 PM	413	2	322	80	0	7	0	0	0	1	0	0	0	0	0	0	1
2:00 PM	416	0	317	83	6	8	0	0	2	0	0	0	0	0	0	0	0
3:00 PM	516	0	391	105	2	14	1	2	1	0	0	0	0	0	0	0	0
4:00 PM	421	3	315	84	1	8	0	6	3	0	0	0	0	0	0	0	1
5:00 PM	471	3	353	103	1	5	0	3	3	0	0	0	0	0	0	0	0
6:00 PM	293	1	231	46	2	9	0	3	1	0	0	0	0	0	0	0	0
7:00 PM	244	2	194	40	1	5	0	1	1	0	0	0	0	0	0	0	0
8:00 PM	190	2	154	26	2	4	0	2	0	0	0	0	0	0	0	0	0
9:00 PM	130	0	101	22	1	3	0	0	2	0	0	0	0	0	0	0	1
10:00 PM	79	0	65	12	1	1	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	44	0	38	5	1	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	1041	3	770	216	15	31	1	2	2	1	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	1408	6	1059	292	4	27	1	11	7	0	0	0	0	0	0	0	1
6:00 AM - 7:00 PM	5089	19	3834	1012	41	123	4	26	22	4	2	0	0	0	0	0	2
12:00 AM - 12:00 AM	5887	23	4471	1136	48	139	6	29	25	5	2	0	0	0	0	0	3
Percent	100%	0.4%	75.9%	19.3%	0.8%	2.4%	0.1%	0.5%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%

Site Description: Boutz Rd E.O Main St  
 Site Number: 29  
 Start Date: 4/23/2024  
 End Date: 4/23/2024

### Vehicle Classification Report (Westbound - 04/23/2024)

Tuesday	Total	Westbound															
		Classes															
		1	2	3	4	5	6	7	8	9	10	11	12	13			
4/23/24																	
12:00 AM	20	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	8	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	10	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	13	1	10	1	0	1	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	19	0	11	6	0	0	0	0	0	0	2	0	0	0	0	0	0
5:00 AM	47	0	30	14	1	1	1	0	0	0	0	0	0	0	0	0	0
6:00 AM	131	0	88	36	0	5	0	0	1	0	0	0	0	0	0	0	1
7:00 AM	325	4	242	67	0	7	0	2	0	3	0	0	0	0	0	0	0
8:00 AM	438	0	314	102	7	6	1	4	2	1	0	0	0	0	0	0	1
9:00 AM	321	0	232	72	4	11	0	1	0	1	0	0	0	0	0	0	0
10:00 AM	345	3	254	70	2	13	1	1	1	0	0	0	0	0	0	0	0
11:00 AM	415	0	307	86	0	18	0	4	0	0	0	0	0	0	0	0	0
12:00 PM	448	2	341	88	1	8	1	4	1	1	0	1	0	1	0	0	0
1:00 PM	402	3	302	82	1	12	0	1	0	1	0	0	0	0	0	0	0
2:00 PM	380	0	293	73	0	9	1	3	0	0	0	0	0	0	0	0	1
3:00 PM	594	0	459	114	4	12	1	2	1	0	0	0	0	0	0	0	1
4:00 PM	445	1	318	102	4	18	0	2	0	0	0	0	0	0	0	0	0
5:00 PM	439	0	333	90	2	7	0	2	4	0	0	0	0	0	0	0	1
6:00 PM	288	2	226	50	2	7	0	1	0	0	0	0	0	0	0	0	0
7:00 PM	256	0	203	42	1	9	0	0	1	0	0	0	0	0	0	0	0
8:00 PM	186	1	143	38	0	4	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	118	0	94	20	1	2	0	0	1	0	0	0	0	0	0	0	0
10:00 PM	75	1	61	13	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	55	0	42	10	2	1	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	894	4	644	205	7	18	1	6	3	4	0	0	0	0	0	0	2
3:00 PM - 6:00 PM	1478	1	1110	306	10	37	1	6	5	0	0	0	0	0	0	0	2
6:00 AM - 7:00 PM	4971	15	3709	1032	27	133	5	27	10	7	0	1	0	0	0	0	5
12:00 AM - 12:00 AM	5778	18	4339	1178	32	151	6	27	12	9	0	1	0	0	0	0	5
Percent	100%	0.3%	75.1%	20.4%	0.6%	2.6%	0.1%	0.5%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%

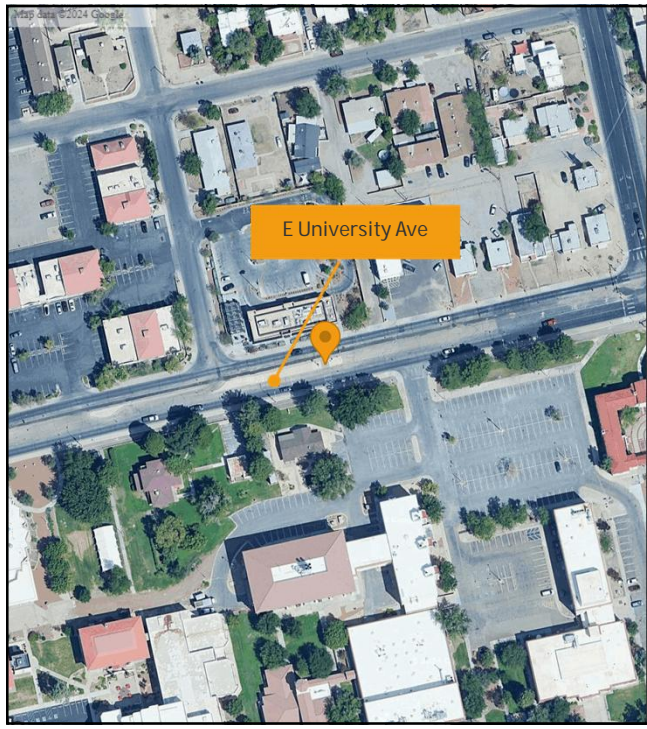
## Appendix B. Utilities



## Appendix C. Geotechnical Investigations

Geotechnical investigation data will be included after the data is received.

## Appendix D. Near Miss Data



**STREET**  
simplified

# E University Ave & PHB

Near Miss Data Summary

- [University & Haggerty, Las Cruces, NM 88001, USA](#)
- DAY 1** Date: Thu, Apr 25 | 3:30PM to Fri, Apr 26 | 1:00PM
  - DAY 2** Date: Fri, Apr 26 | 2:15PM to Sat, Apr 27 | 12:30PM
  - DAY 3** Date: Sat, Apr 27 | 2:15PM to Sun, Apr 28 | 12:15PM
  - DAY 4** Date: Sun, Apr 28 | 1:30PM to Mon, Apr 29 | 11:30AM
  - DAY 5** Date: Mon, Apr 29 | 12:45PM to Tue, Apr 30 | 11:30AM
  - DAY 6** Date: Tue, Apr 30 | 1:00PM to Wed, May 01 | 11:15AM
  - DAY 7** Date: Wed, May 01 | 1:15PM to Thu, May 02 | 12:15PM
  - DAY 8** Date: Thu, May 02 | 1:45PM to Fri, May 03 | 12:15PM



THIS PRESENTATION IS PROTECTED UNDER THE PROVISIONS OF TITLE 23  
UNITED STATES CODE SECTION 409 AS FOLLOWS:

TITLE 23 U.S.C. §409

DISCOVERY AND ADMISSION AS EVIDENCE OF CERTAIN REPORTS AND SURVEYS

NOTWITHSTANDING ANY OTHER PROVISION OF LAW, REPORTS, SURVEYS, SCHEDULES, LISTS, OR DATA COMPILED OR COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING THE SAFETY ENHANCEMENT OF POTENTIAL ACCIDENT SITES, HAZARDOUS ROADWAY CONDITIONS, OR RAILWAY-HIGHWAY CROSSINGS, PURSUANT TO SECTIONS 130, 144, AND 148 OF THIS TITLE OR FOR THE PURPOSE OF DEVELOPING ANY HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECT WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL AID HIGHWAY FUNDS SHALL NOT BE SUBJECT TO DISCOVERY OR ADMITTED INTO EVIDENCE IN A FEDERAL OR STATE COURT PROCEEDING OR CONSIDERED FOR OTHER PURPOSES IN ANY ACTION FOR DAMAGES ARISING FROM ANY OCCURRENCE AT A LOCATION MENTIONED OR ADDRESSED IN SUCH REPORTS, SURVEYS, SCHEDULES, LISTS, OR DATA.

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## Near Miss filters

- Vulnerable Road User (VRU) is used mainly to describe those unprotected by an outside shield, as they sustain a greater risk of injury in any collision with a vehicle and are therefore highly in need of protection against such collisions (e.g. Cyclists and Pedestrians). ([National Safety Council](#))
- Vulnerable road user near misses: Post Encroachment time threshold of 5 seconds or less
- Conflict and Near Miss are used interchangeably

## VRU Crosswalk Conflicts w/ Through Vehicles Day 1-8

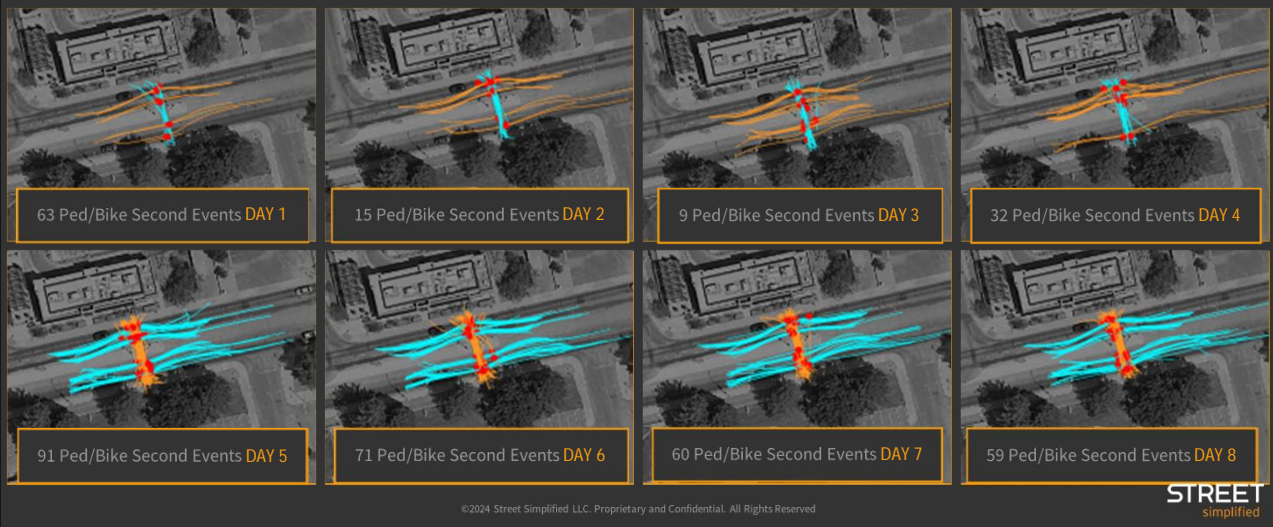
Pedestrian/Bicyclist first events are those where the ped/bike crosses in front of and before the vehicle road user. Ped/Bike second events are where the pedestrian or cyclist crosses behind and after the vehicle road user.



3

## Through Vehicles w/ VRU Crosswalk Conflicts Day 1-8

Pedestrian/Bicyclist first events are those where the ped/bike crosses in front of and before the vehicle road user. Ped/Bike second events are where the pedestrian or cyclist crosses behind and after the vehicle road user.



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# Vulnerable Road User (VRU) Crosswalk Compliance Rates

Data was obtained from 410 representative samples on visualization platform (days 7)



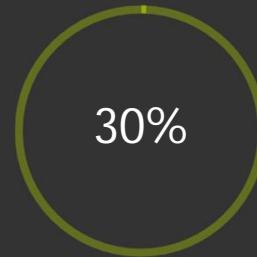
Push Button Not Pressed

184 Events/ 410 Total VRU Crossing Samples



Push Button Pressed but did not cross on Walk

104 Events/ 410 Total VRU Crossing Samples



Push Button Pressed and Crossed on Walk

122 Events/ 410 Total VRU Crossing Samples

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# Push button Rates

- Push Button Not Pressed: 45%  
45% +/- 5% (95% CI)
- Push Button Pressed but did not cross on Walk: 25%  
25% +/- 4% (95% CI)
- Push Button Pressed and Crossed on Walk: 30%  
30% +/- 4% (95% CI)

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# Average Vehicle Speed When Approaching Crosswalk

Collected from all VRU Near Misses (NM) events with vehicles across all 8 days



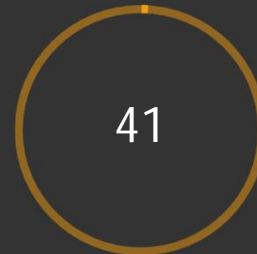
Average Eastbound Near Miss Vehicle Speed (MPH)

Average of 196 Eastbound Near Miss Events



Average Westbound Near Miss Vehicle Speed (MPH)

Total of 297 Westbound Near Miss Events



Highest Near Miss Event Vehicle Speed (MPH)

Highest speed was from a Veh-Ped Event

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## “Failure to Yield”

Motorists that drive beyond the stop bar fully prior to vulnerable road user clearing the crosswalk will be considered a failure to yield event.

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# Vehicle Failure to Yield Rates for Near Miss Events

Obtained from manual data collection of all VRU NM events with videos for days 1-7



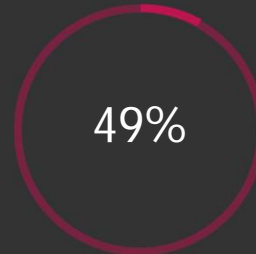
Total Failure to Yield Percentage

620 Failure to Yield Events / 1551 Total VRU NM Samples



Failure to Yield When Flasher is Solid /Flashing Yellow or Solid /Flashing Red

337 Failure to Yield Events / 971 Total VRU NM Samples where flasher activated



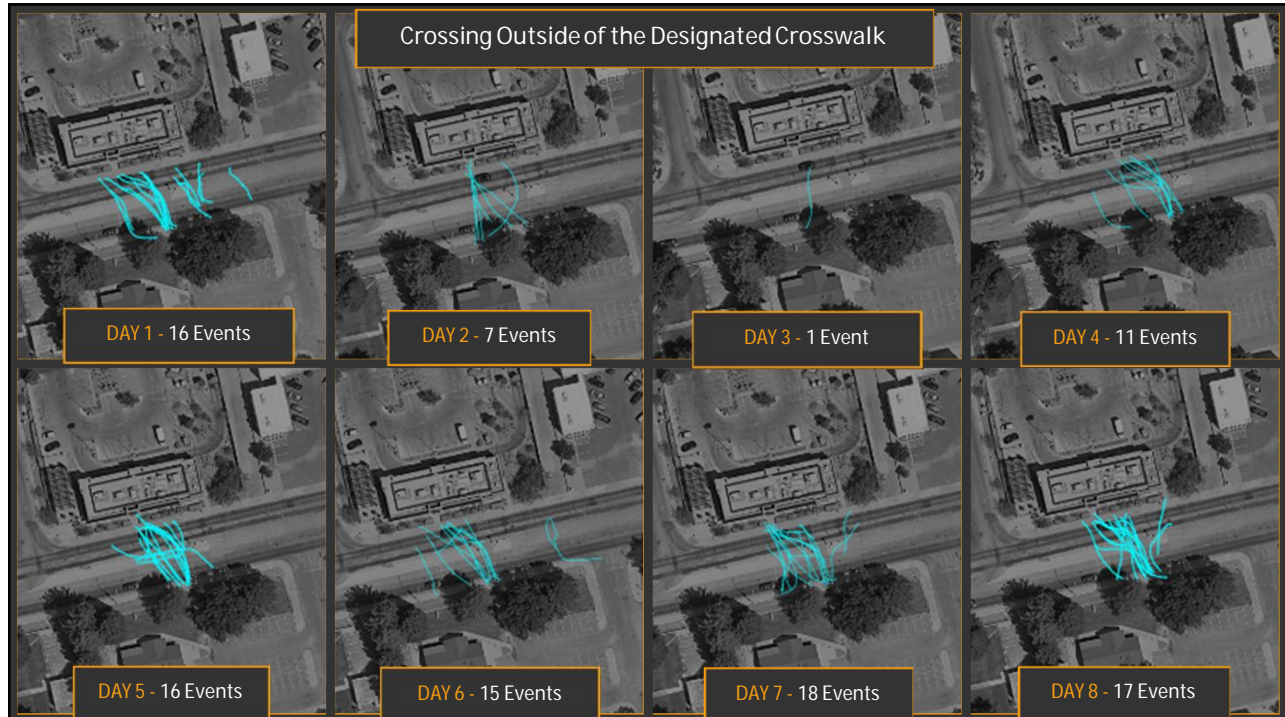
Failure to Yield When Flasher is Off

283 Failure to Yield Events / 580 Total VRU NM Samples Where the flasher was not activated

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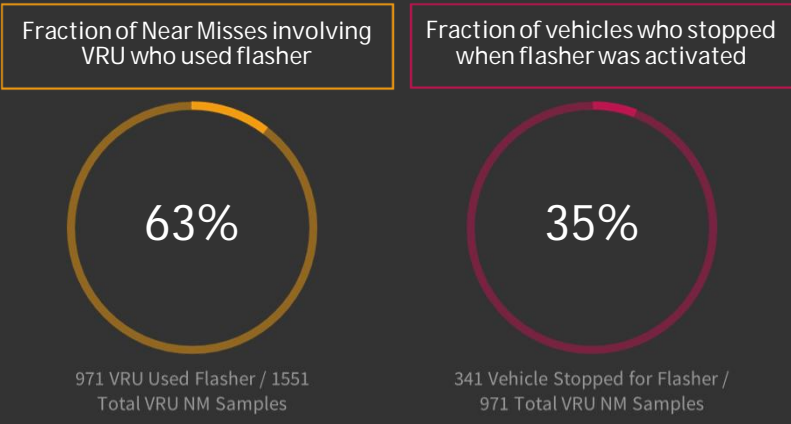
9



5

10

Obtained via manually extraction from all VRU NM events with videos for all study days



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# Speeding

A speeding event is defined as any instance where a vehicle crosses the study region with a speed 10MPH or more above the posted speed limit on that approach.

**Speed Limit:** E University Ave (EB) - [35 MPH](#); E University Ave (WB) - [35 MPH](#)



# APPENDIX

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13



14

7



15



16




17

## Near Miss filters

- Vulnerable road user near misses: Post Encroachment time threshold of 5 seconds or less
- Vehicle-Vehicle near misses: Post encroachment time threshold of 2 seconds or less

18



Map data ©2024 Google

S Locust St

E University Ave

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## E University Ave & S Locust St

### Near Miss Data Summary

1690 E University Ave, Las Cruces, NM 88001, USA

**DAY 1** Date: Thu, Apr 25 | 3:30PM to Fri, Apr 26 | 1:00PM  
**DAY 2** Date: Fri, Apr 26 | 2:15PM to Sat, Apr 27 | 12:30PM  
**DAY 3** Date: Sat, Apr 27 | 2:15PM to Sun, Apr 28 | 12:15PM  
**DAY 4** Date: Sun, Apr 28 | 1:30PM to Mon, Apr 29 | 11:30AM  
**DAY 5** Date: Mon, Apr 29 | 12:45PM to Tue, Apr 30 | 11:30AM  
**DAY 6** Date: Tue, Apr 30 | 1:00PM to Wed, May 01 | 11:15AM  
**DAY 7** Date: Wed, May 01 | 1:15PM to Thu, May 02 | 12:15PM  
**DAY 8** Date: Thu, May 02 | 1:45PM to Fri, May 03 | 12:15PM

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TITLE 23 U.S.C. §409  
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1

## Near Miss filters

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- Vehicle-Vehicle near misses: Post encroachment time threshold of 2 seconds or less
- Conflict and Near Miss are used interchangeably

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2

1

### VRU Crosswalk Conflicts w/ Through Vehicles Day 1-8

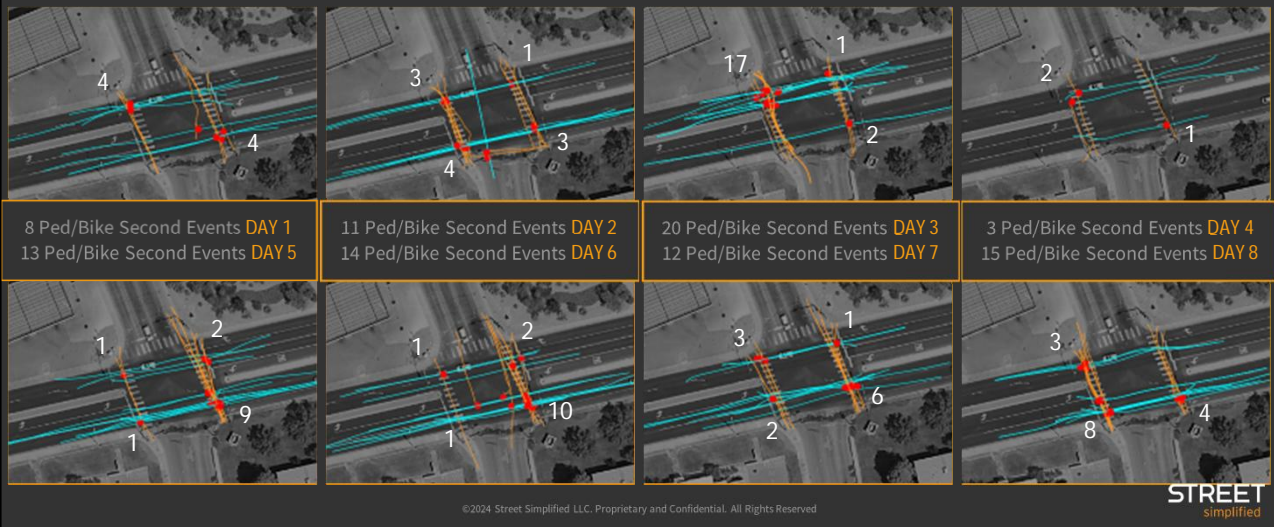
Pedestrian/Bicyclist first events are those where the ped/bike crosses in front of and before the vehicle road user. Ped/Bike second events are where the pedestrian or cyclist crosses behind and after the vehicle road user.



3

### Through Vehicles w/ VRU Crosswalk Conflicts Day 1-8

Pedestrian/Bicyclist first events are those where the ped/bike crosses in front of and before the vehicle road user. Ped/Bike second events are where the pedestrian or cyclist crosses behind and after the vehicle road user.

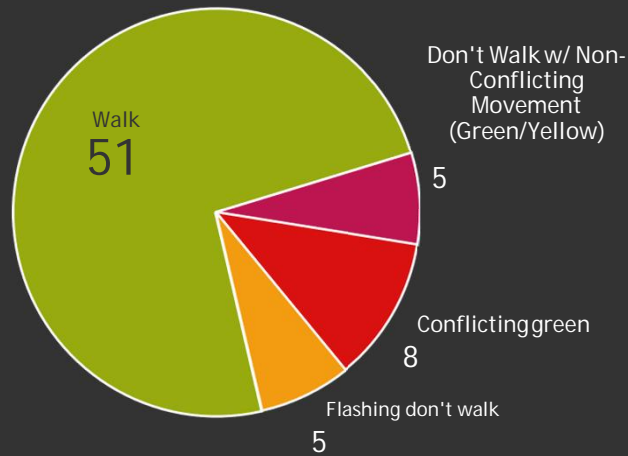


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# Near Miss Compliance

Fraction of conflicts involving a crosswalk user who started crossing at various times during a cycle. Data was obtained from 69 representative samples on visualization platform (days 1 and 2)



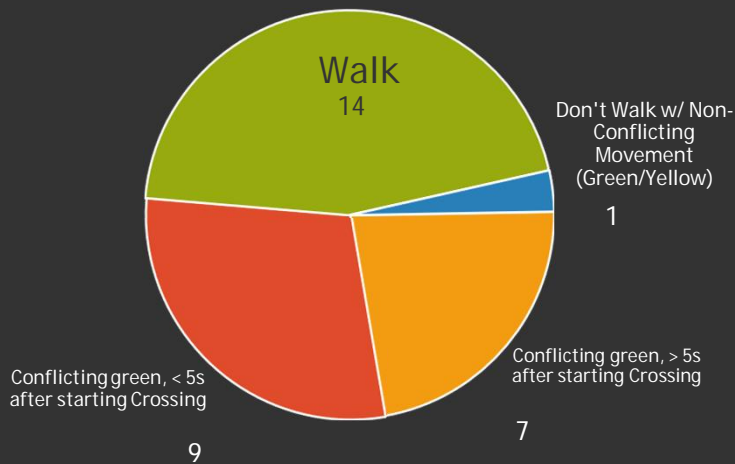
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5

# VRU Compliance for VRU-Through Vehicle Near Misses

Fraction of conflicts involving a person who started crossing at various times during a cycle for VRU-Through Vehicle Near Misses. Combined Day 1 to 2 VRU-Through and Through-VRU near miss video event for a total of 31 representative samples.



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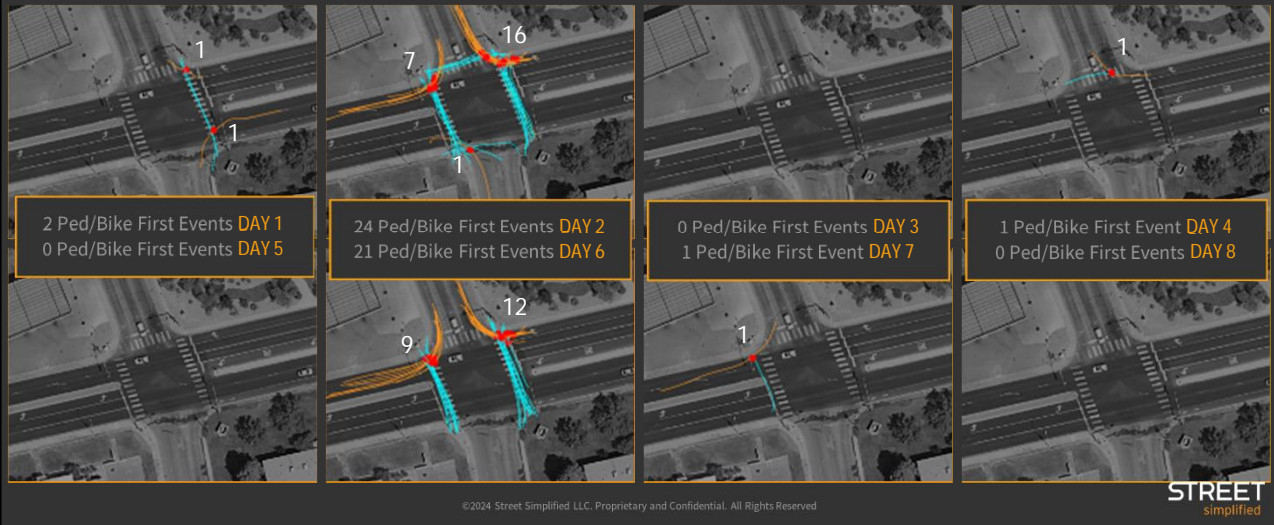


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6

# VRU Crosswalk Conflicts w/ Right Turning Vehicles Day 1-8

Pedestrian/Bicyclist first events are those where the ped/bike crosses in front of and before the vehicle road user. Ped/Bike second events are where the pedestrian or cyclist crosses behind and after the vehicle road user.



7

# Right Turning Vehicles w/ VRU Crosswalk Conflicts Day 1-8

Pedestrian/Bicyclist first events are those where the ped/bike crosses in front of and before the vehicle road user. Ped/Bike second events are where the pedestrian or cyclist crosses behind and after the vehicle road user.

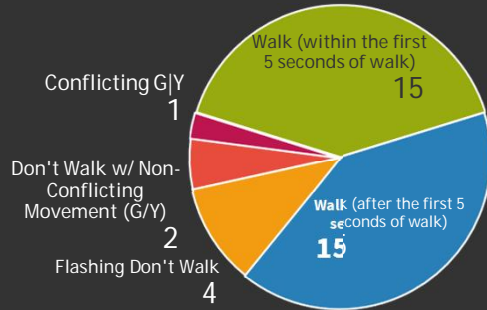


8

4

# Fraction of Right Turning Conflicts Involving a Crosswalk User who Started Crossing at Various Times During a Cycle

Data was obtained from day 1 and day 2 of all right turning VRU NM video events for a total of 30 representative samples. G= Green, Y = Yellow

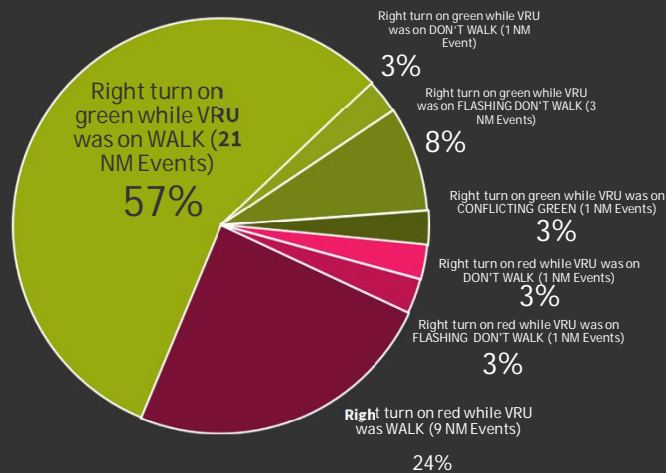


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# VRU Conflicts with Right-Turning Vehicles on Green and Red

Obtained from all VRU-right turning vehicle Near Miss video events for day 1 and 2. Total of 37 representative right turn event samples.

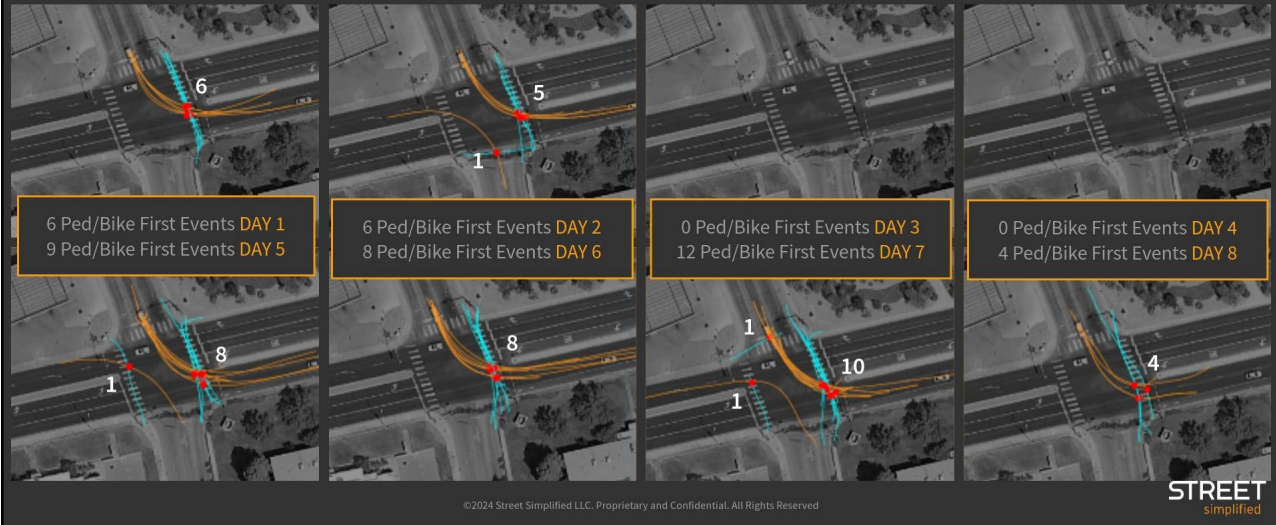


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## VRU Crosswalk Conflicts w/ Left Turning Vehicles Day 1-8

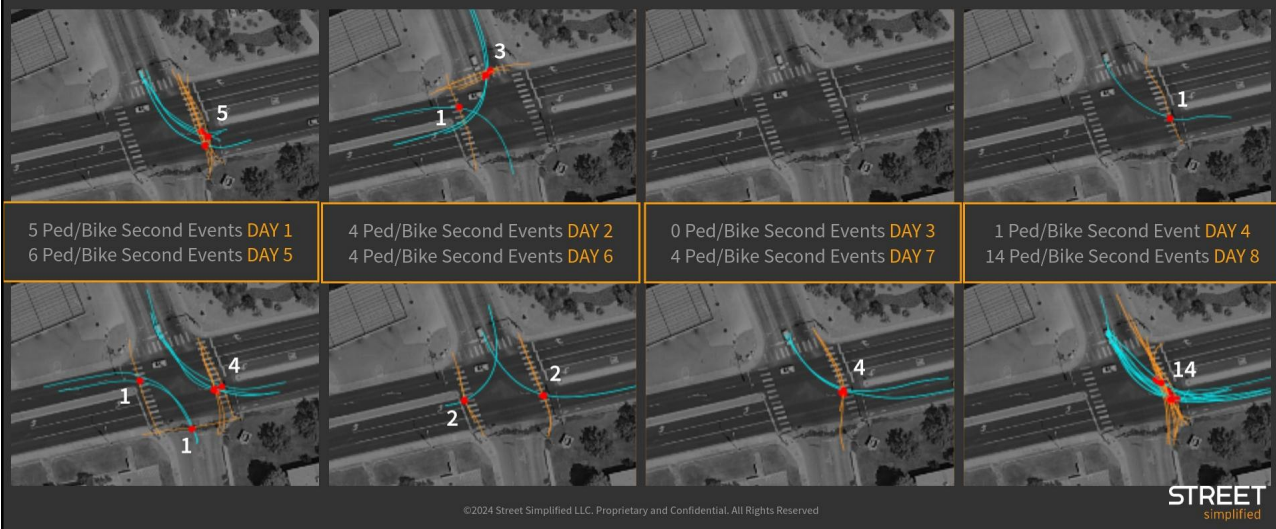
Pedestrian/Bicyclist first events are those where the ped/bike crosses in front of and before the vehicle road user. Ped/Bike second events are where the pedestrian or cyclist crosses behind and after the vehicle road user.



11

## Left Turning Vehicles w/ VRU Crosswalk Conflicts Day 1-8

Pedestrian/Bicyclist first events are those where the ped/bike crosses in front of and before the vehicle road user. Ped/Bike second events are where the pedestrian or cyclist crosses behind and after the vehicle road user.

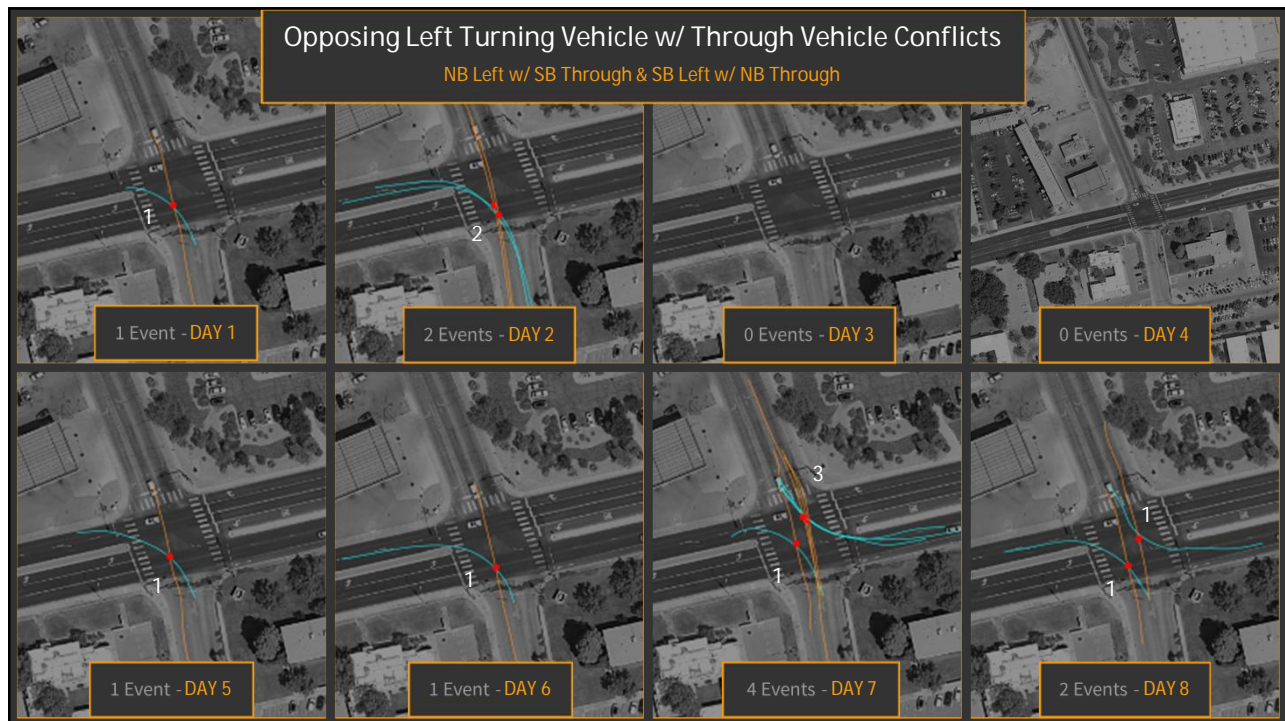


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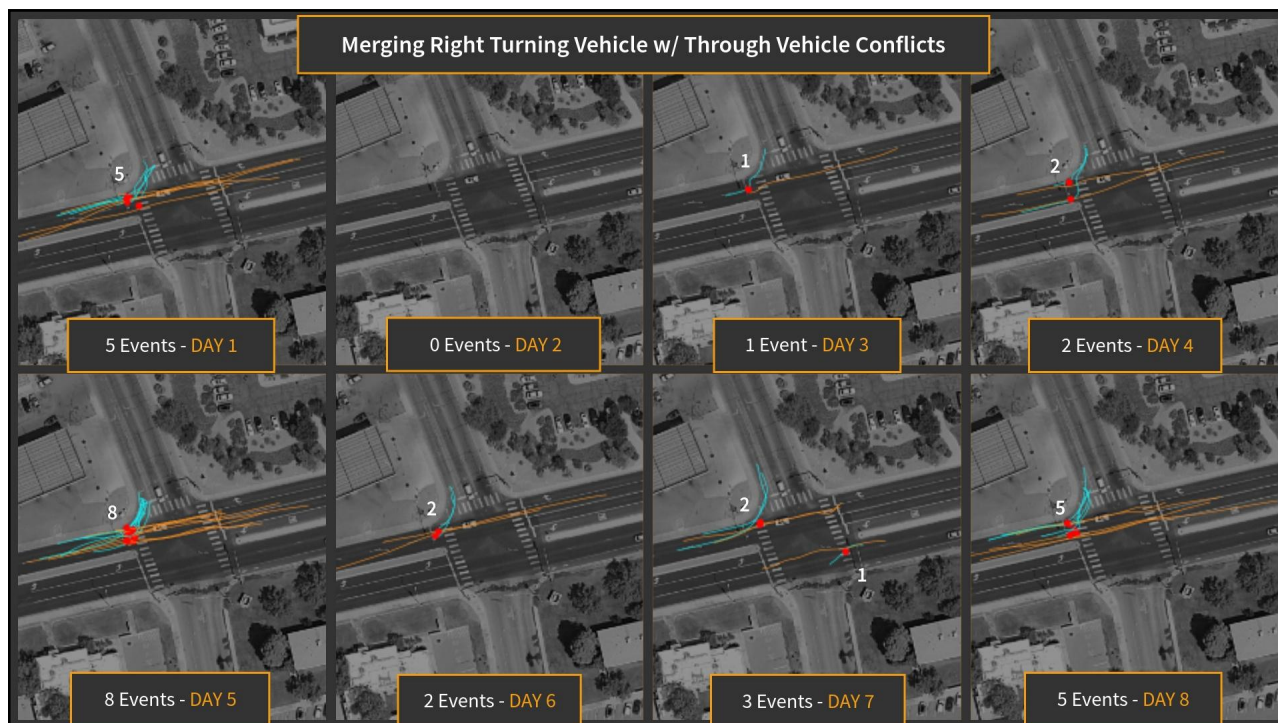


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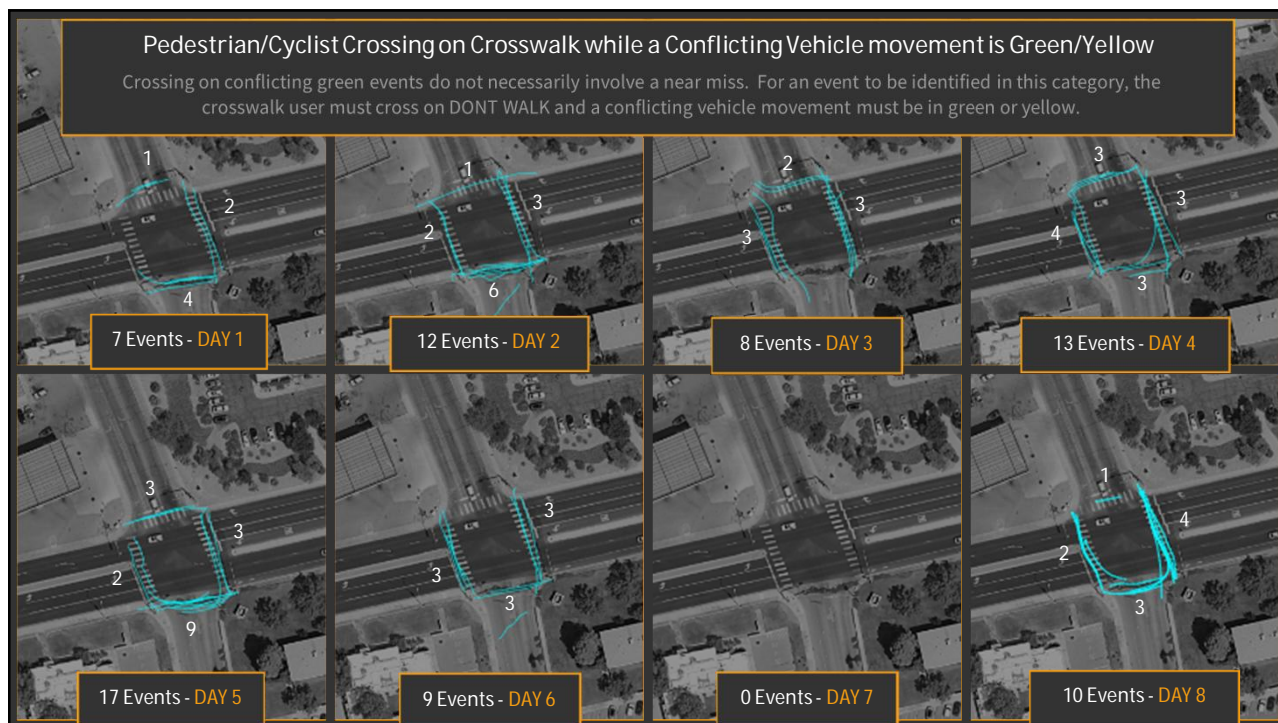


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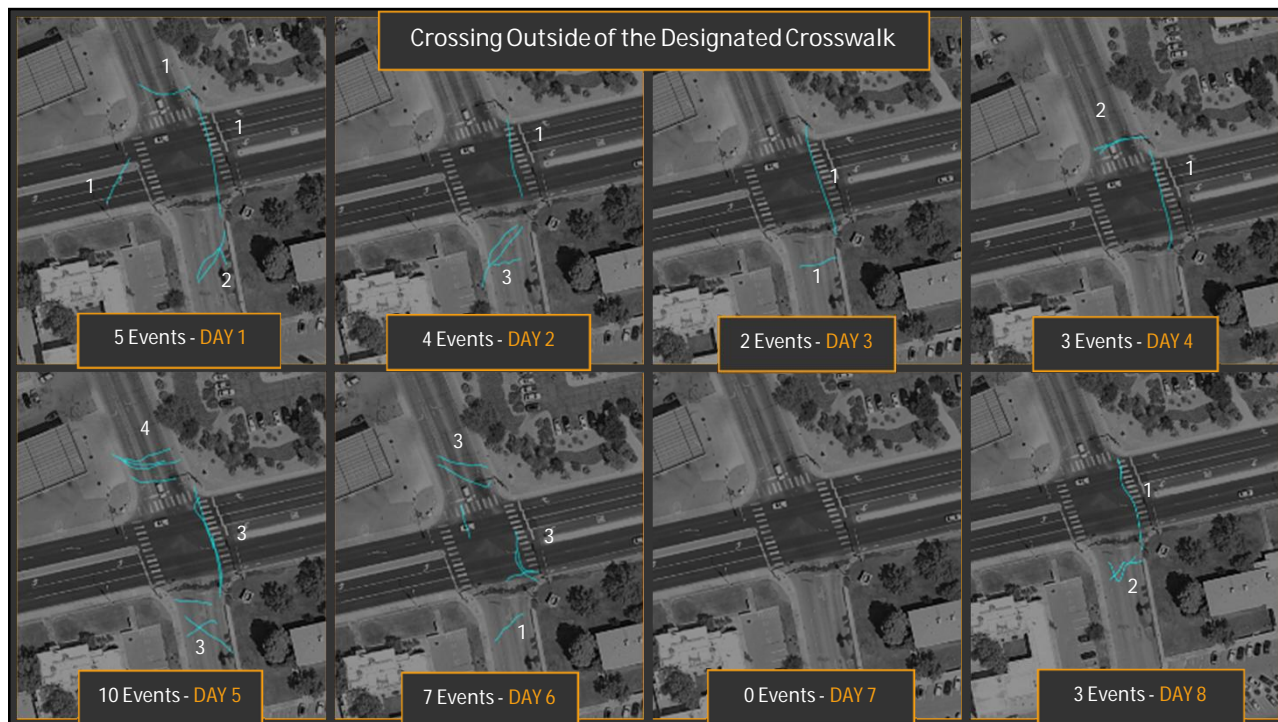
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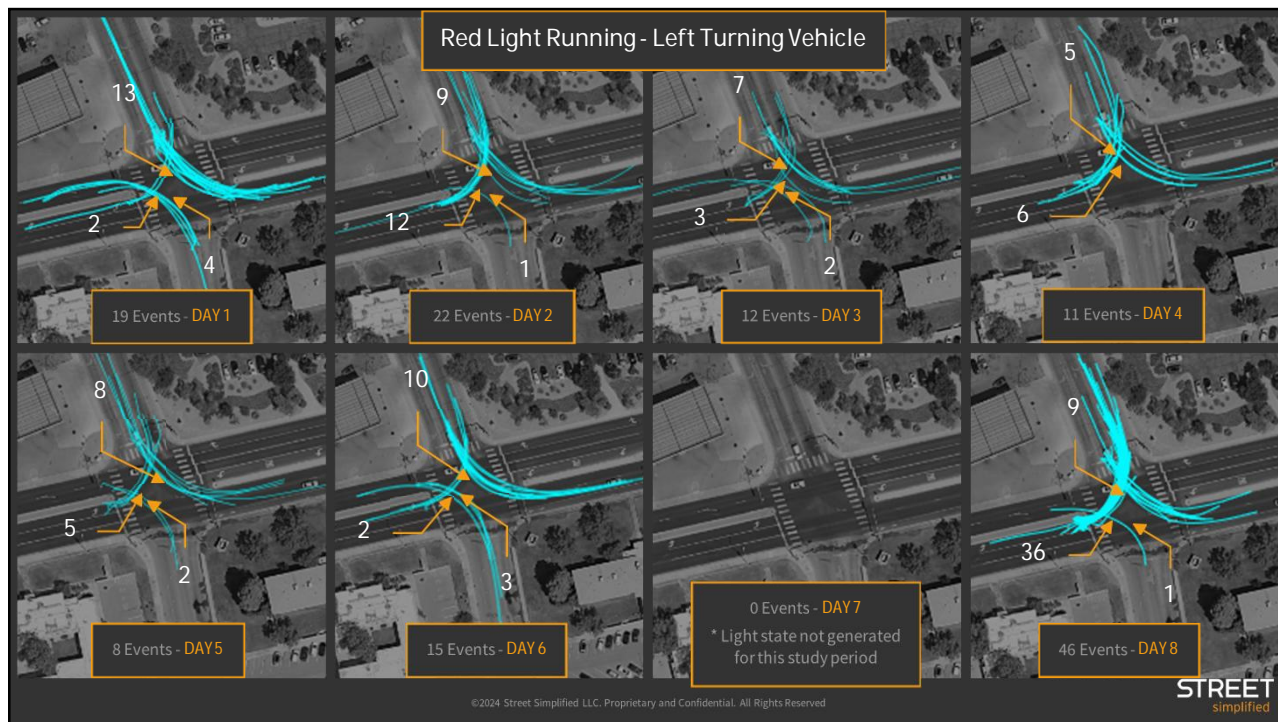


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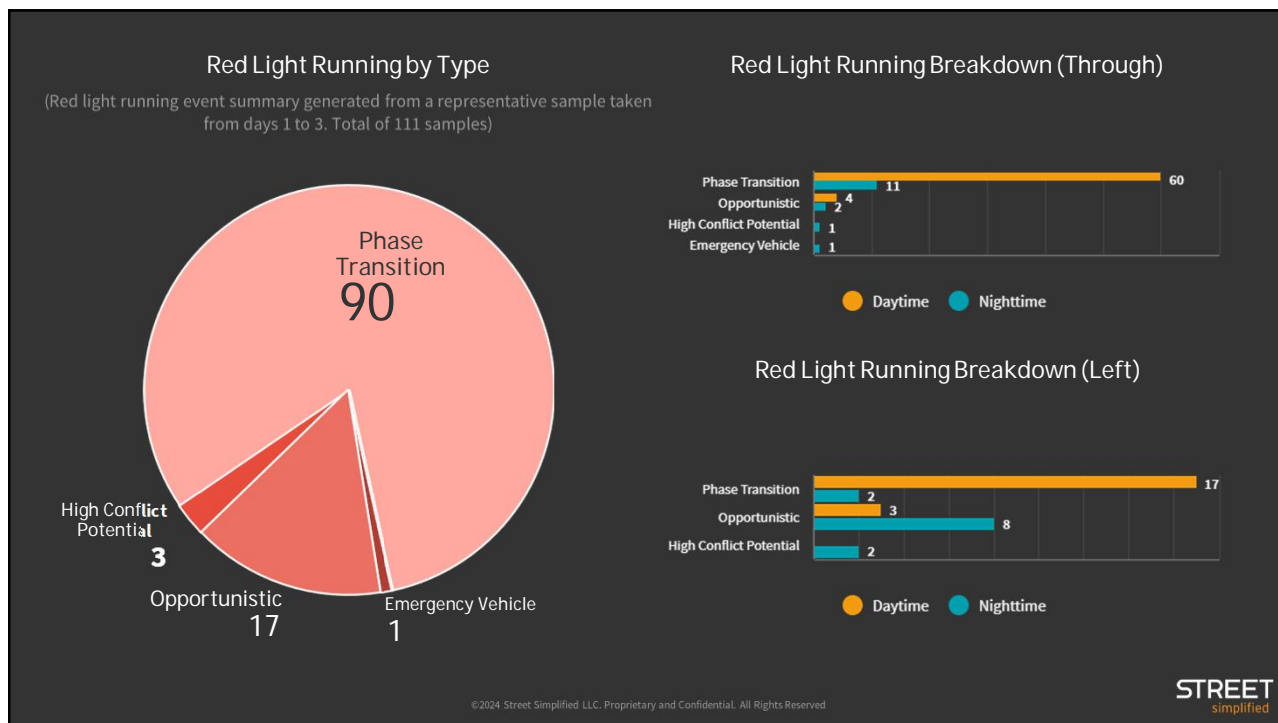


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21



22

## Phase Transition

All red light running events where the vehicle crossed the stop bar less than 2 seconds after the red signal phase

## Opportunistic

Red light running events where the vehicle crossed the stop bar on or beyond 2 seconds of the red signal phase but does not get into a near miss with any other road user

## High Conflict Potential

Red light running events where the vehicle crossed the stop bar on or beyond 2 seconds of the red signal phase and gets into a near miss with another road user

## Emergency Vehicle

All red light running events where emergency vehicles (with flashing lights only) are involved

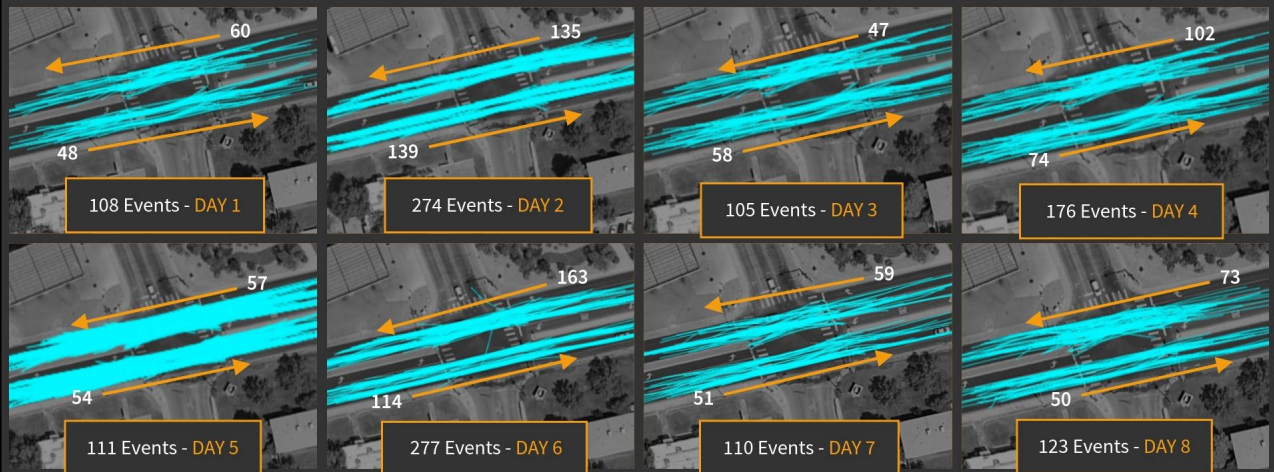
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## Speeding

A speeding event is defined as any instance where a vehicle crosses the study region with a speed 10MPH or more above the posted speed limit on that approach.

**Speed Limit:** E University Ave (EB) - [35 MPH](#) | E University Ave (WB) - [35 MPH](#) | S Locust St (SB) - [25 MPH](#) | S Locust St (NB) - N/A

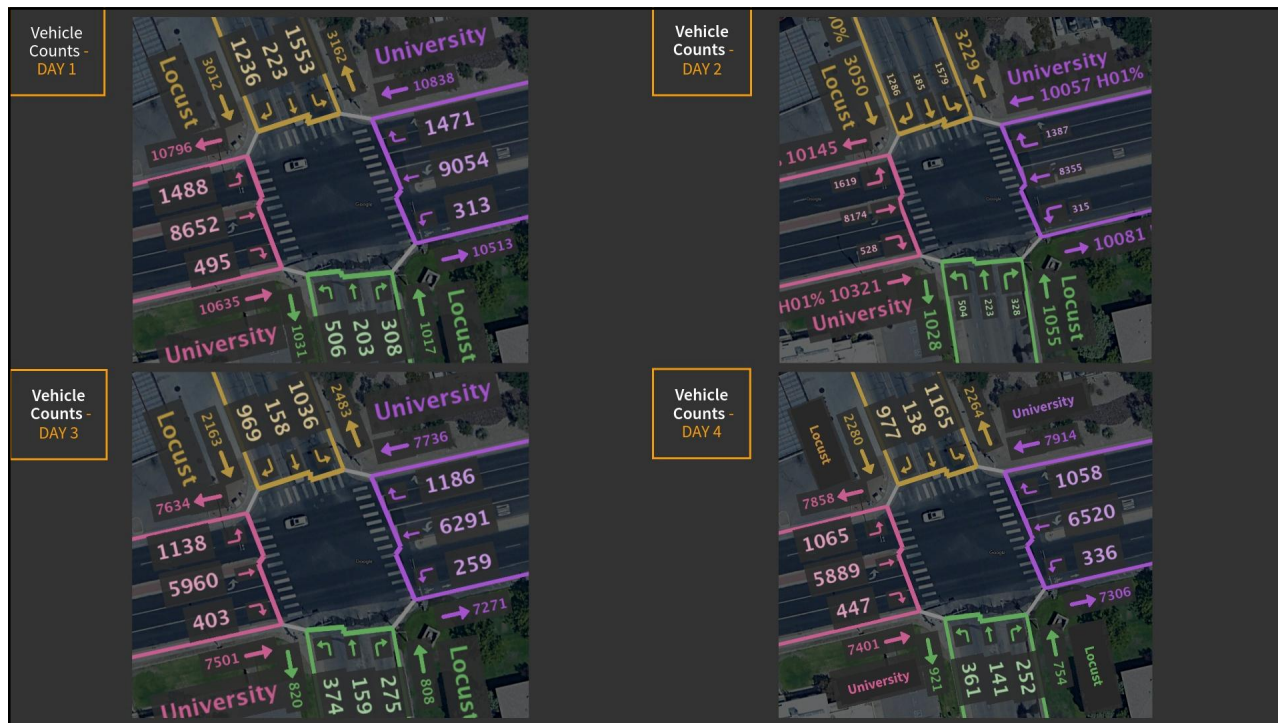


# APPENDIX

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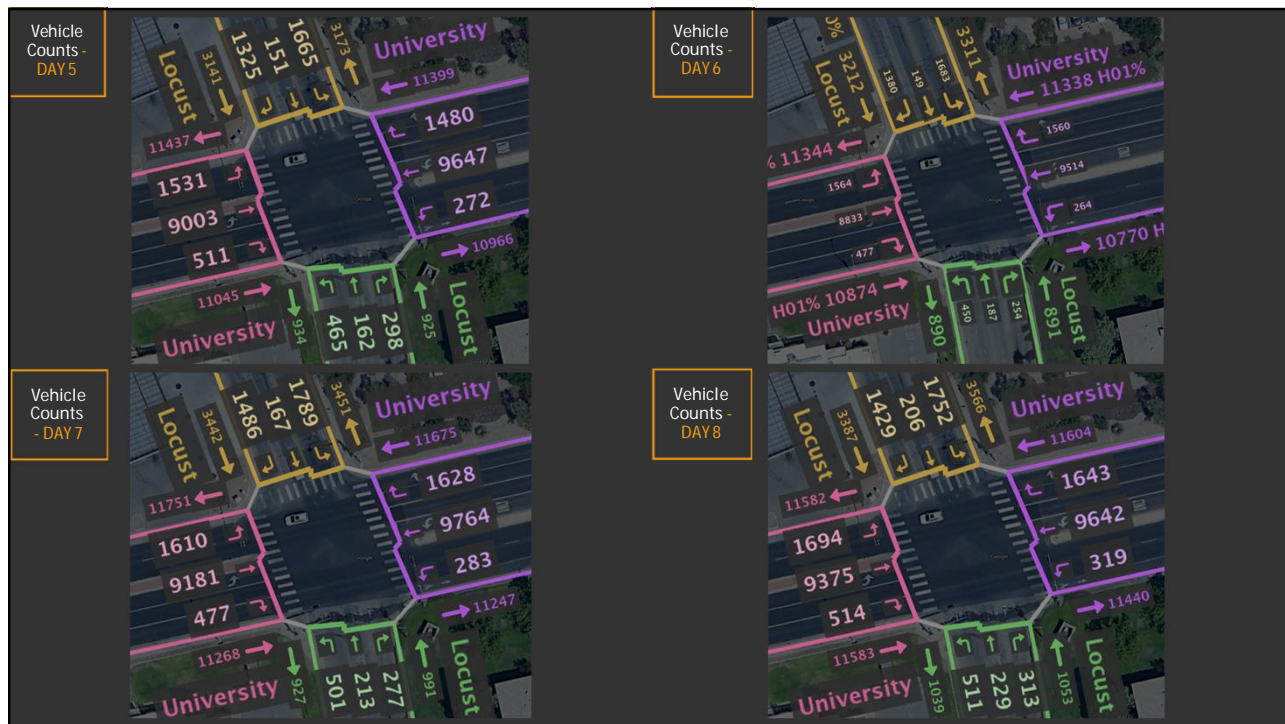
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25

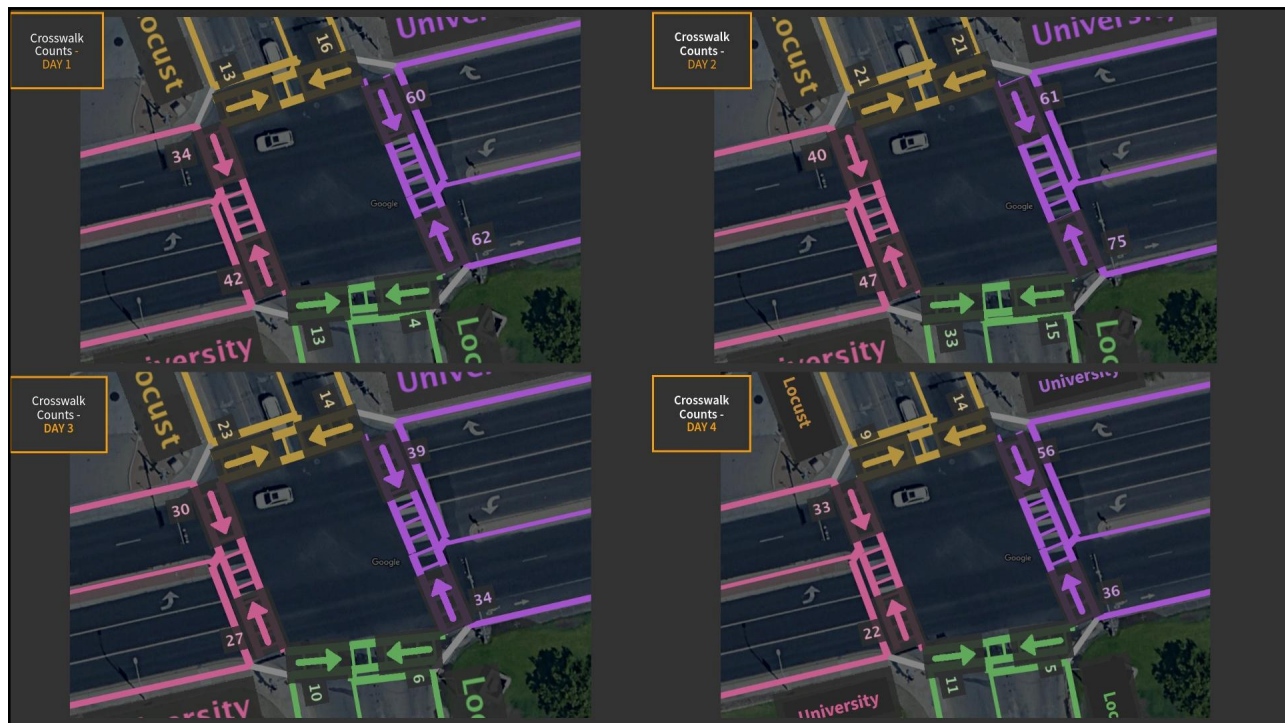


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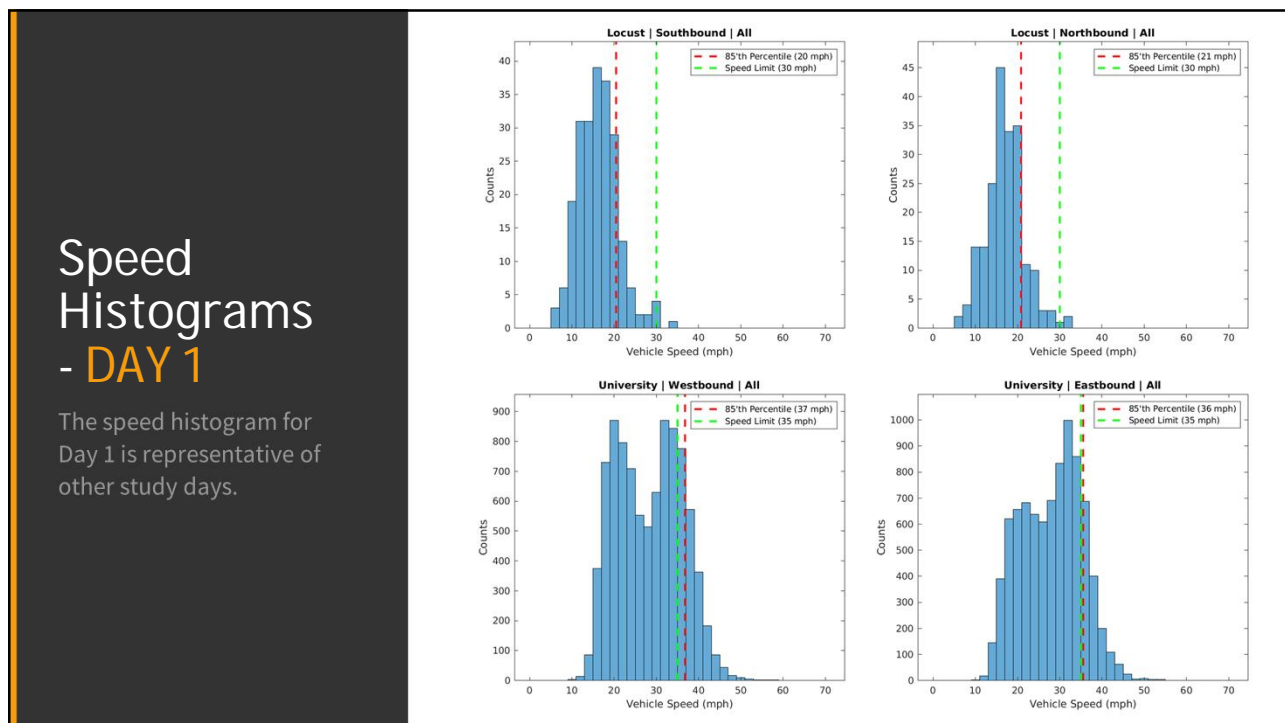
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30



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# E University Ave & S Solano Dr

Near Miss Data Summary

[1255 E University Ave, Las Cruces, NM 88001, USA](#)

- DAY 1 Date: Thu, Apr. 25, 2024 1:30PM - Fri, Apr. 26, 2024 12:15PM
- DAY 2 Date: Fri, Apr. 26, 2024 1:45PM - Sat, Apr. 27, 2024 12:00PM
- DAY 3 Date: Sat, Apr. 27, 2024 1:45PM - Sun, Apr. 28, 2024 11:30AM
- DAY 4 Date: Sun, Apr. 28, 2024 1:15PM - Mon, Apr. 29, 2024 10:30AM
- DAY 5 Date: Mon, Apr. 29, 2024 12:15PM - Tue, Apr. 30, 2024 10:45AM
- DAY 6 Date: Tue, Apr. 30, 2024 12:45PM - Wed, May 1, 2024 11:00AM
- DAY 7 Date: Wed, May 1, 2024 12:15PM - Thu, May 2, 2024 11:30AM
- DAY 8 Date: Thu, May 2, 2024 1:15PM - Fri, May 3, 2024 11:45AM



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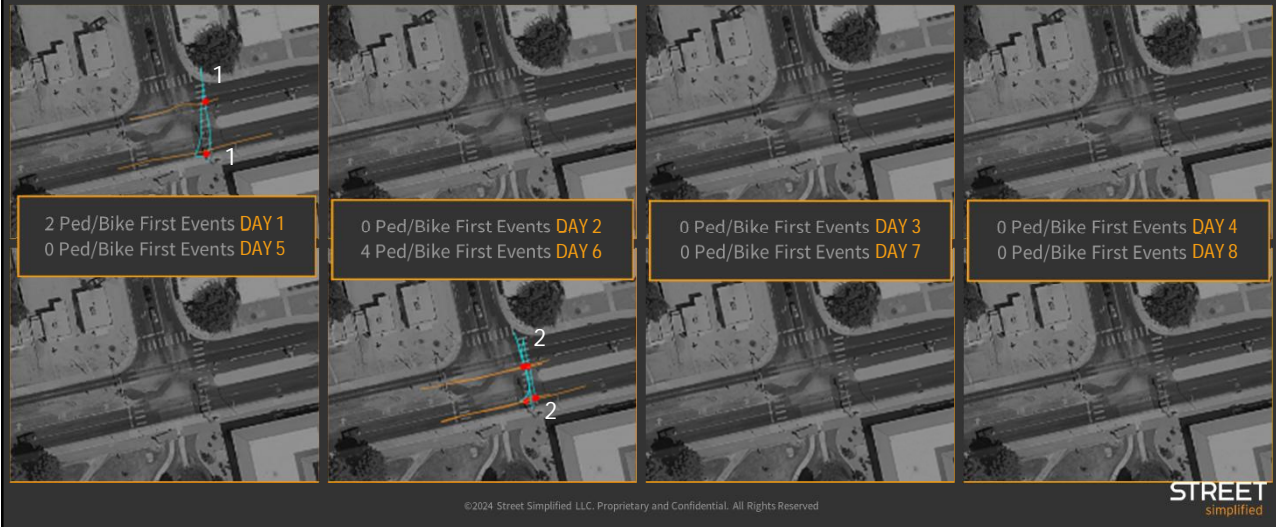
## Near Miss filters

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- Vehicle-Vehicle near misses: Post encroachment time threshold of 2 seconds or less
- Conflict and Near Miss are used interchangeably

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### VRU Crosswalk Conflicts w/ Through Vehicles Day 1-8

Pedestrian/Bicyclist first events are those where the ped/bike crosses in front of and before the vehicle road user. Ped/Bike second events are where the pedestrian or cyclist crosses behind and after the vehicle road user.



3

### Through Vehicles w/ VRU Crosswalk Conflicts Day 1-8

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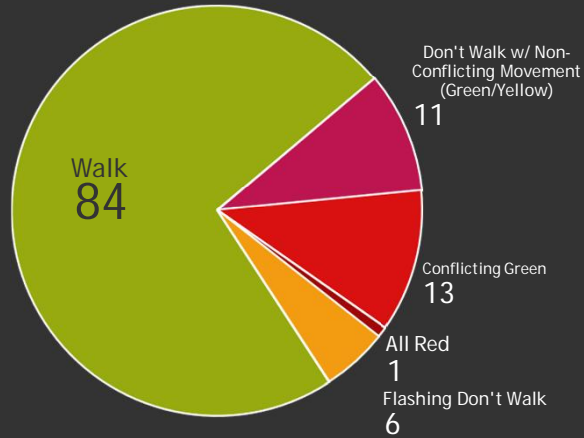


4

2

# VRU Near Miss Compliance

Fraction of conflicts involving a person who started crossing at various times during a cycle. Data was obtained from 115 representative samples on visualization platform (days 1-8)



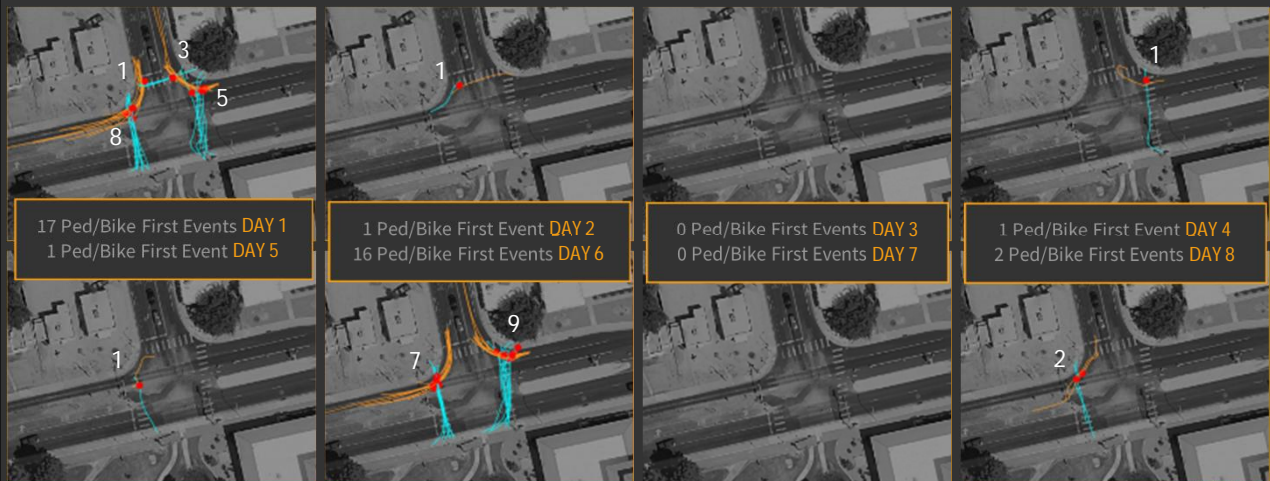
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5

# VRU Crosswalk Conflicts w/ Right Turning Vehicles Day 1-8

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3

## Right Turning Vehicles w/ VRU Crosswalk Conflicts Day 1-8

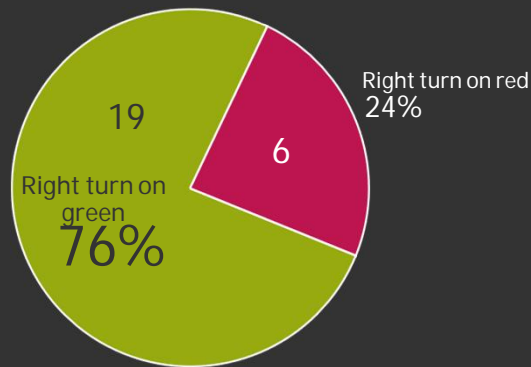
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7

## VRU Conflicts with Right-Turning Vehicles on Green and Red

Obtained from all VRU-right turning vehicle Near Miss video events for days 1 to 8. Total of 25 representative right turning event samples.



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8

4

## VRU Crosswalk Conflicts w/ Left Turning Vehicles Day 1-8

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9

## Left Turning Vehicles w/ VRU Crosswalk Conflicts Day 1-8

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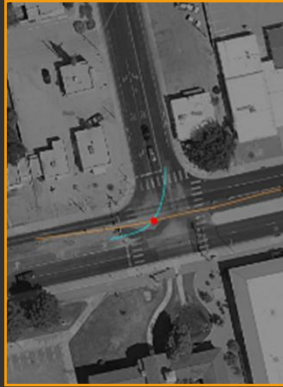


10

5

# Permissive Left Turning Vehicle w/ Through Vehicle Conflicts

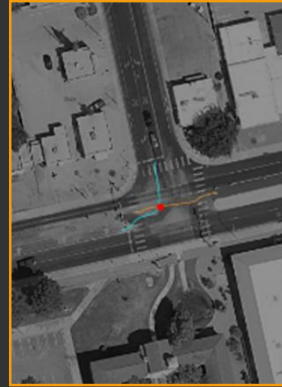
Disclaimer: No observed Left w/ Through vehicle near miss on Days 3-6



EB Left - SB Left  
1 Event - DAY 1



EB Left - SB Left  
1 Event - DAY 2



EB Left - SB Left  
1 Event - DAY 7



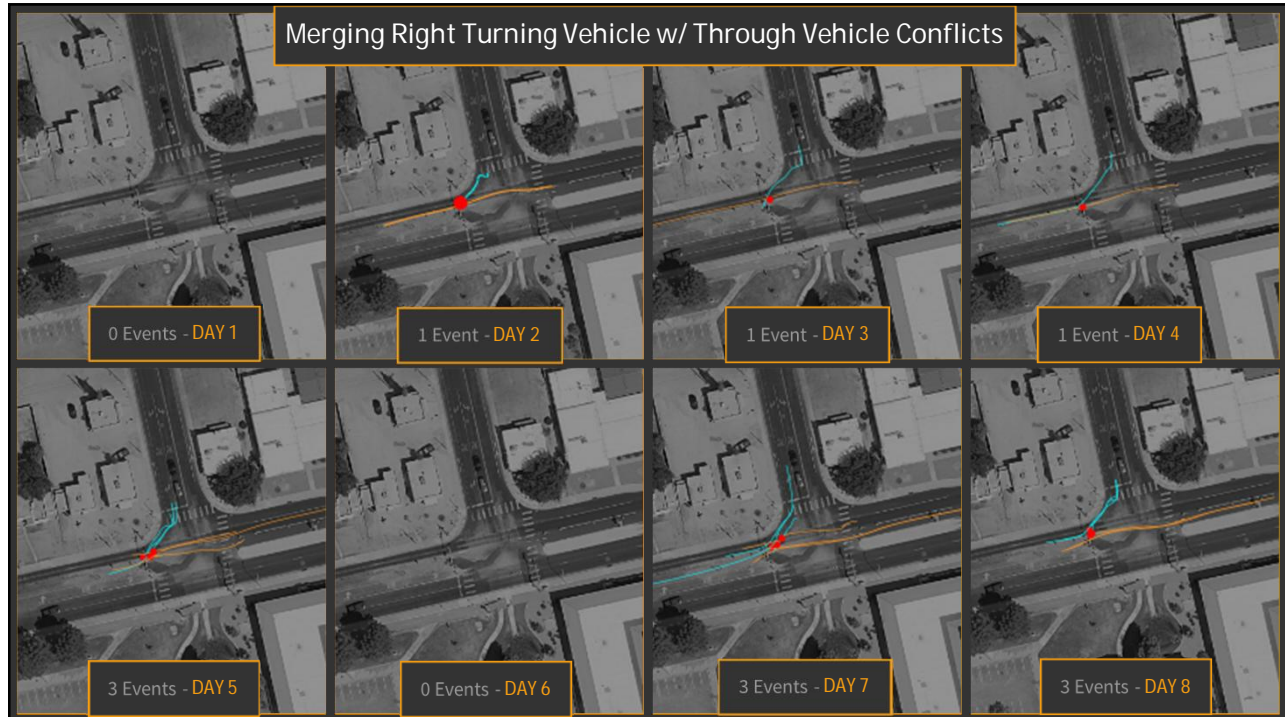
EB Left - SB Left  
1 Event - DAY 8

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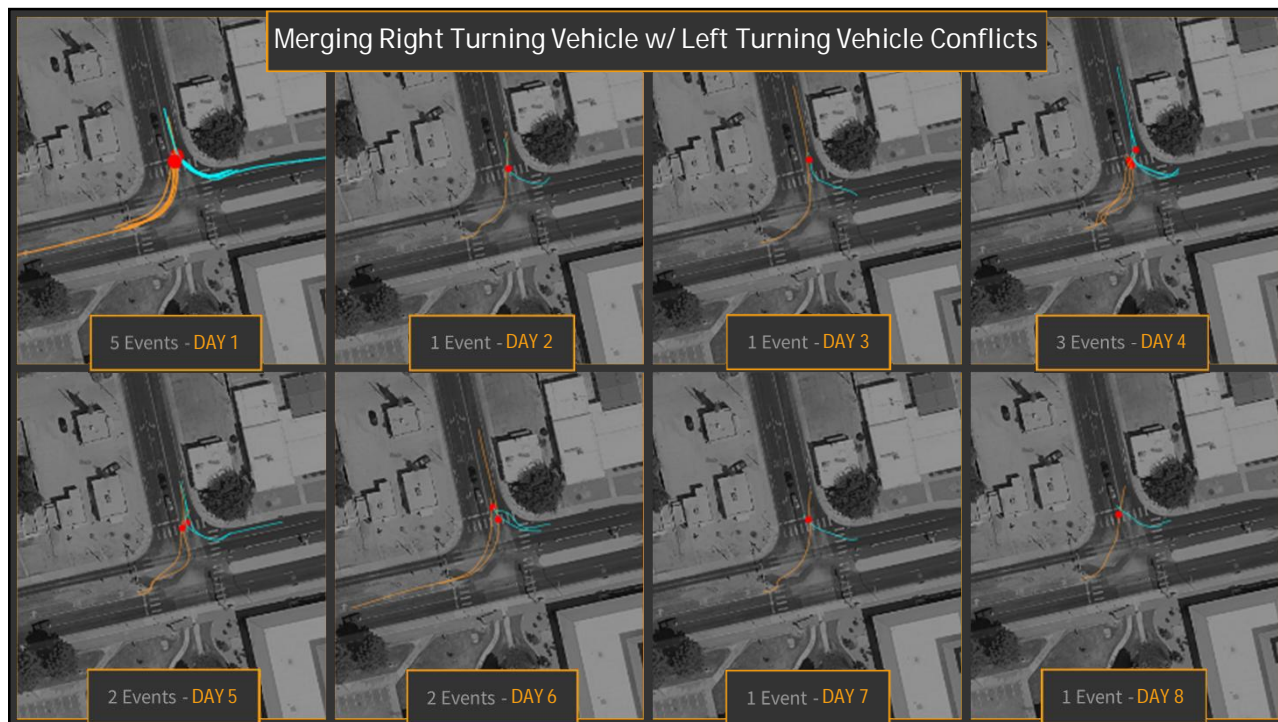
11

## Merging Right Turning Vehicle w/ Through Vehicle Conflicts



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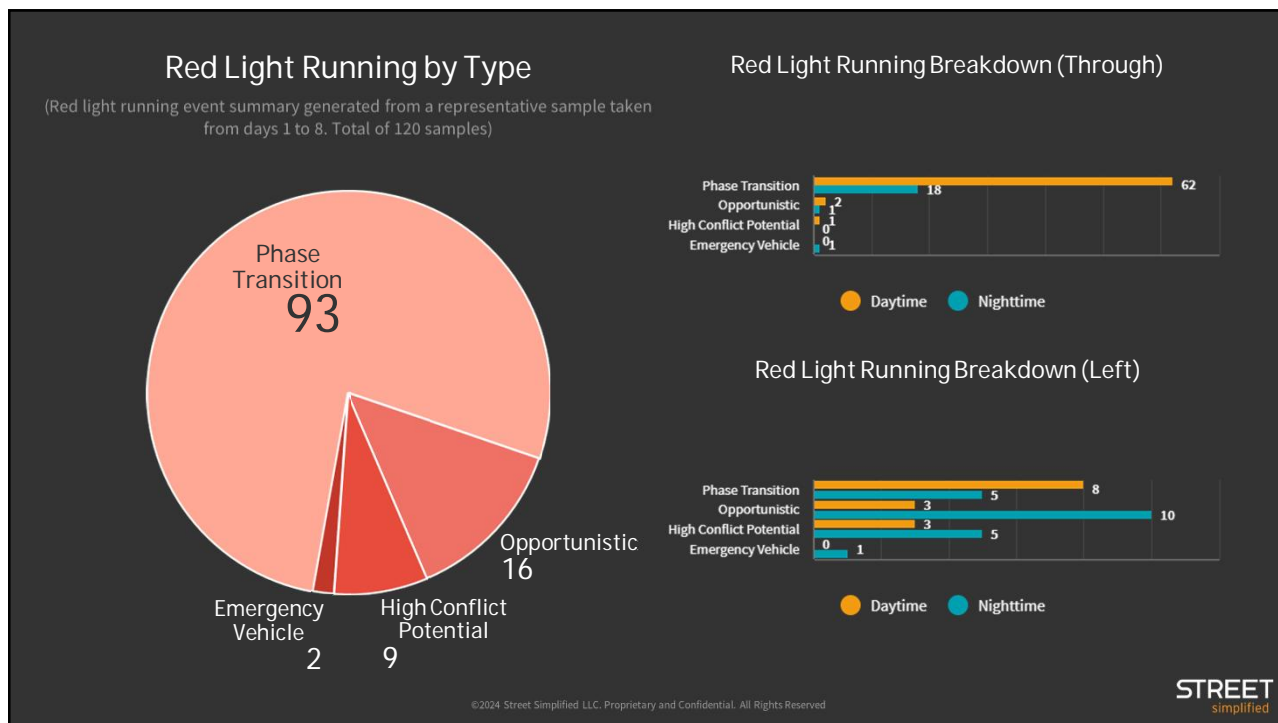


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## Phase Transition

All red light running events where the vehicle crossed the stop bar less than 2 seconds after the red signal phase

## Opportunistic

Red light running events where the vehicle crossed the stop bar on or beyond 2 seconds of the red signal phase but does not get into a near miss with another vehicle road user

## High Conflict Potential

Red light running events where the vehicle crossed the stop bar on or beyond 2 seconds of the red signal phase and gets into a near miss with another vehicle road user

## Emergency Vehicle

All red light running events where emergency vehicles (with flashing lights only) are involved

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## Speeding

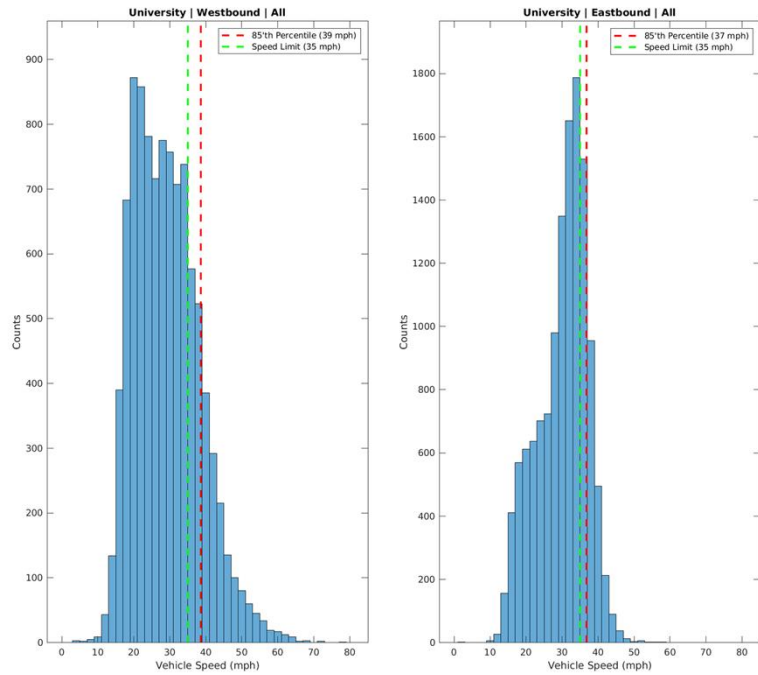
A speeding event is defined as any instance where a vehicle crosses the study region with a speed 10MPH or more above the posted speed limit on that approach.

**Speed Limit:** E University Ave EB - [35 MPH](#) | E University Ave WB - [35 MPH](#) | S Solano Dr SB - [35 MPH](#)



# Speed Histograms - DAY 1

The speed histogram for Day 1 is representative of other study days.



# APPENDIX



23



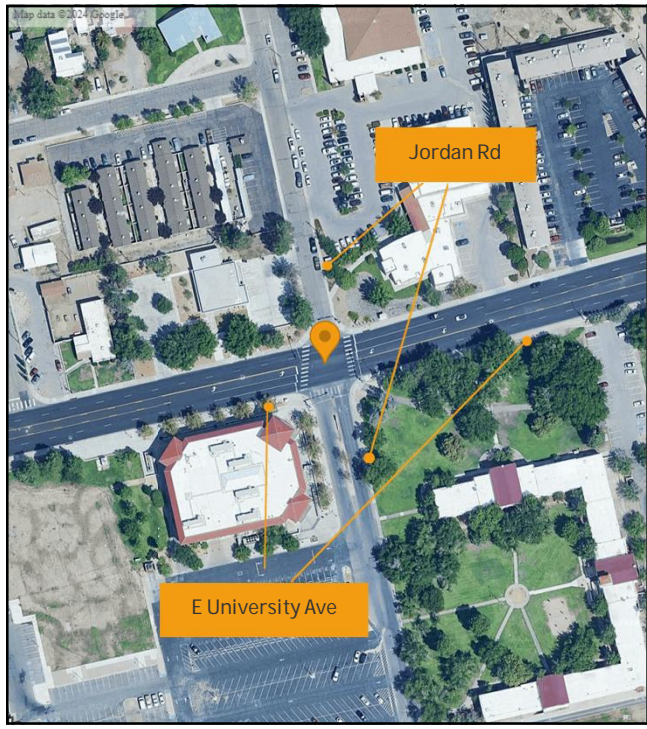
24



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# STREET simplified

## E University Ave & Jordan Rd

Near Miss Data Summary

[University & Jordan, Las Cruces, NM 88001, USA](#)

- DAY 1 Date: Thu, Apr. 25, 2024 1:15PM - Fri, Apr. 26, 2024 11:30AM
- DAY 2 Date: Fri, Apr. 26, 2024 1:15PM - Sat, Apr. 27, 2024 11:30AM
- DAY 3 Date: Sat, Apr. 27, 2024 1:00PM - Sun, Apr. 28, 2024 10:45AM
- DAY 4 Date: Sun, Apr. 28, 2024 12:30PM - Mon, Apr. 29, 2024 10:00AM
- DAY 5 Date: Mon, Apr. 29, 2024 11:45AM - Tue, Apr. 30, 2024 10:15AM
- DAY 6 Date: Tue, Apr. 30, 2024 12:00PM - Wed, May 1, 2024 10:30AM
- DAY 7 Date: Wed, May 1, 2024 12:00PM - Thu, May 2, 2024 10:45AM
- DAY 8 Date: Thu, May 2, 2024 12:45PM - Fri, May 3, 2024 11:00AM



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TITLE 23 U.S.C. § 409

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## Near Miss filters

- Vulnerable Road User (VRU) is used mainly to describe those unprotected by an outside shield, as they sustain a greater risk of injury in any collision with a vehicle and are therefore highly in need of protection against such collisions (e.g. Cyclists and Pedestrians). ([National Safety Council](#))
- Vulnerable road user near misses: Post encroachment time threshold of 5 seconds or less
- Vehicle-Vehicle near misses: Post encroachment time threshold of 2 seconds or less
- Conflict and Near Miss are used interchangeably

### VRU Crosswalk Conflicts w/ Through Vehicles Day 1-8

Pedestrian/Bicyclist first events are those where the ped/bike crosses in front of and before the vehicle road user. Ped/Bike second events are where the pedestrian or cyclist crosses behind and after the vehicle road user.



3

### Through Vehicles w/ VRU Crosswalk Conflicts Day 1-8

Pedestrian/Bicyclist first events are those where the ped/bike crosses in front of and before the vehicle road user. Ped/Bike second events are where the pedestrian or cyclist crosses behind and after the vehicle road user.

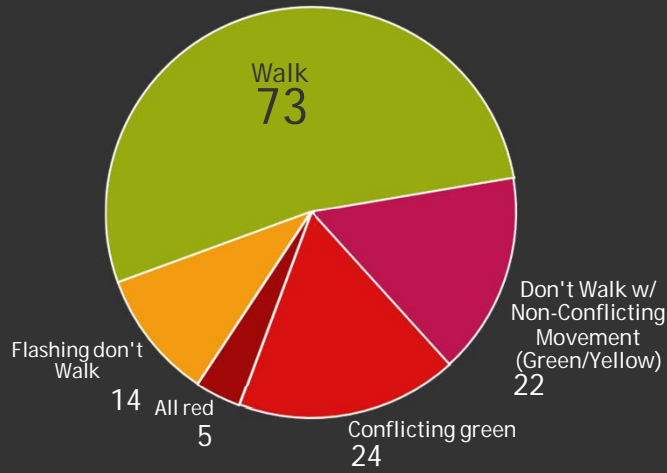


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# VRU Near Miss Compliance

Fraction of conflicts involving a person who started crossing at various times during a cycle. Data was obtained from 138 representative samples on visualization platform (days 1-8)



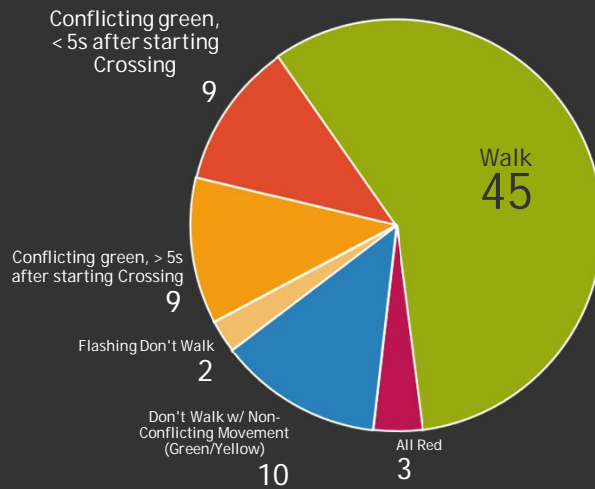
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5

# VRU Compliance for VRU-Through Vehicle Near Misses

Fraction of conflicts involving a person who started crossing at various times during a cycle for VRU-Through Vehicle Near Misses. Data was obtained from 83 representative samples on visualization platform (days 1-8)



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## VRU Crosswalk Conflicts w/ Right Turning Vehicles Day 1-8

Pedestrian/Bicyclist first events are those where the ped/bike crosses in front of and before the vehicle road user. Ped/Bike second events are where the pedestrian or cyclist crosses behind and after the vehicle road user.



7

## Right Turning Vehicles w/ VRU Crosswalk Conflicts Day 1-8

Pedestrian/Bicyclist first events are those where the ped/bike crosses in front of and before the vehicle road user. Ped/Bike second events are where the pedestrian or cyclist crosses behind and after the vehicle road user.

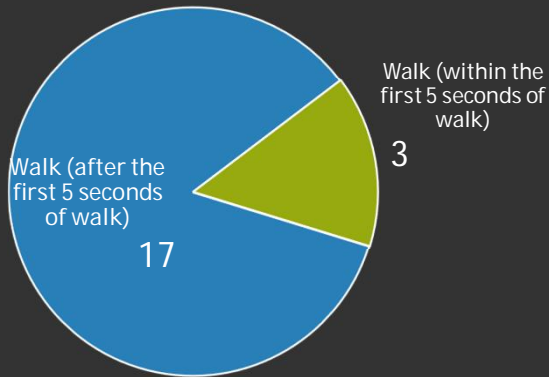


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# Fraction of Right Turning Conflicts Involving a Crosswalk User who Started Crossing at Various Times During a Cycle

Data was obtained from days 1-8 of all right turning VRU NM video events for a total of 20 representative samples. G= Green, Y = Yellow

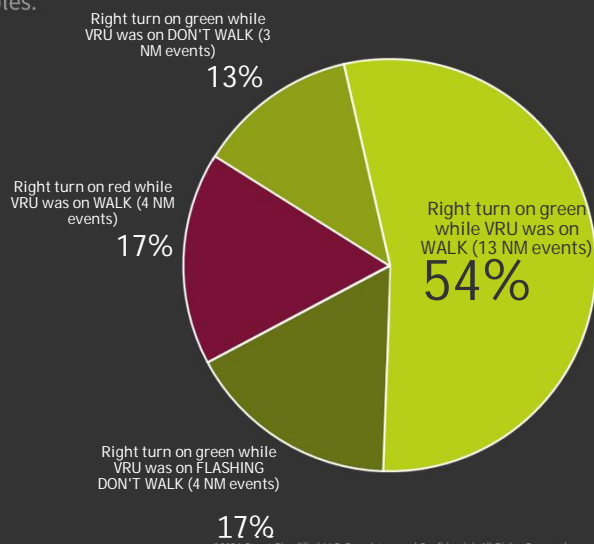


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simplified

# VRU Conflicts with Right-Turning Vehicles on Green and Red

Obtained from all VRU-right turning vehicle Near Miss video events for days 1 - 8. Total of 24 representative right turning event samples.



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### VRU Crosswalk Conflicts w/ Left Turning Vehicles Day 1-8

Pedestrian/Bicyclist first events are those where the ped/bike crosses in front of and before the vehicle road user. Ped/Bike second events are where the pedestrian or cyclist crosses behind and after the vehicle road user.



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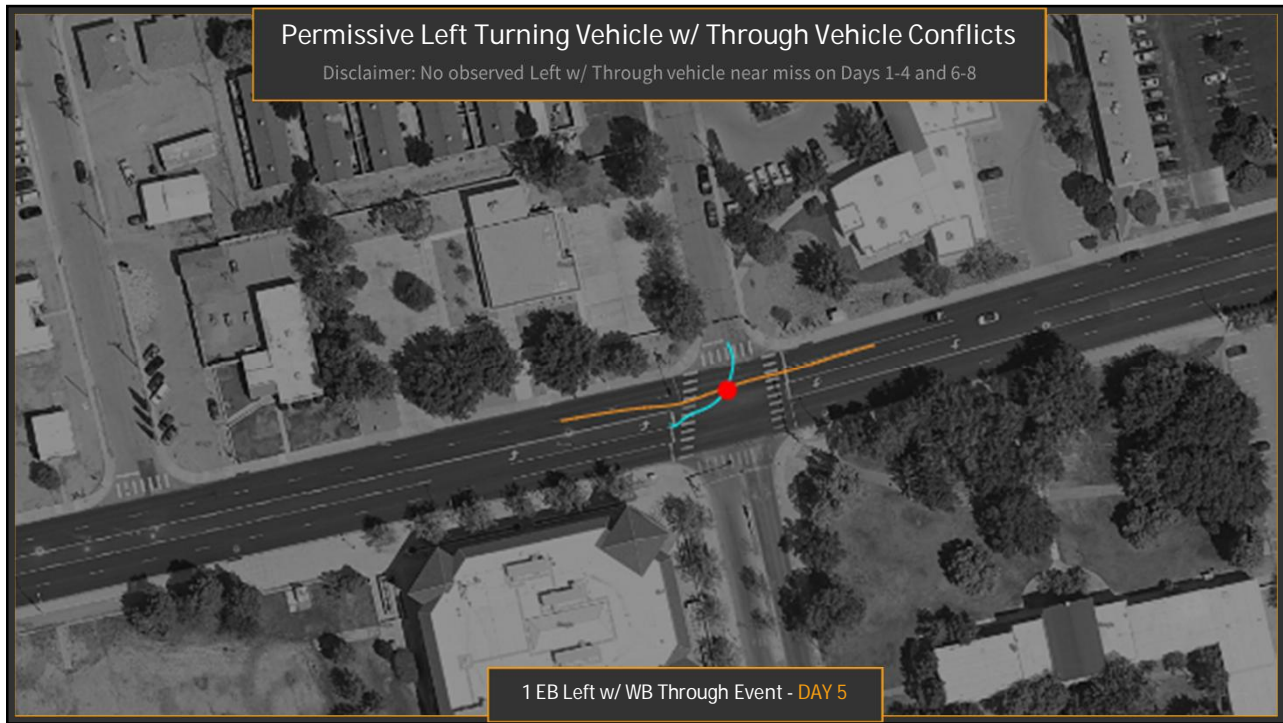
### Left Turning Vehicles w/ VRU Crosswalk Conflicts Day 1-8

Pedestrian/Bicyclist first events are those where the ped/bike crosses in front of and before the vehicle road user. Ped/Bike second events are where the pedestrian or cyclist crosses behind and after the vehicle road user.

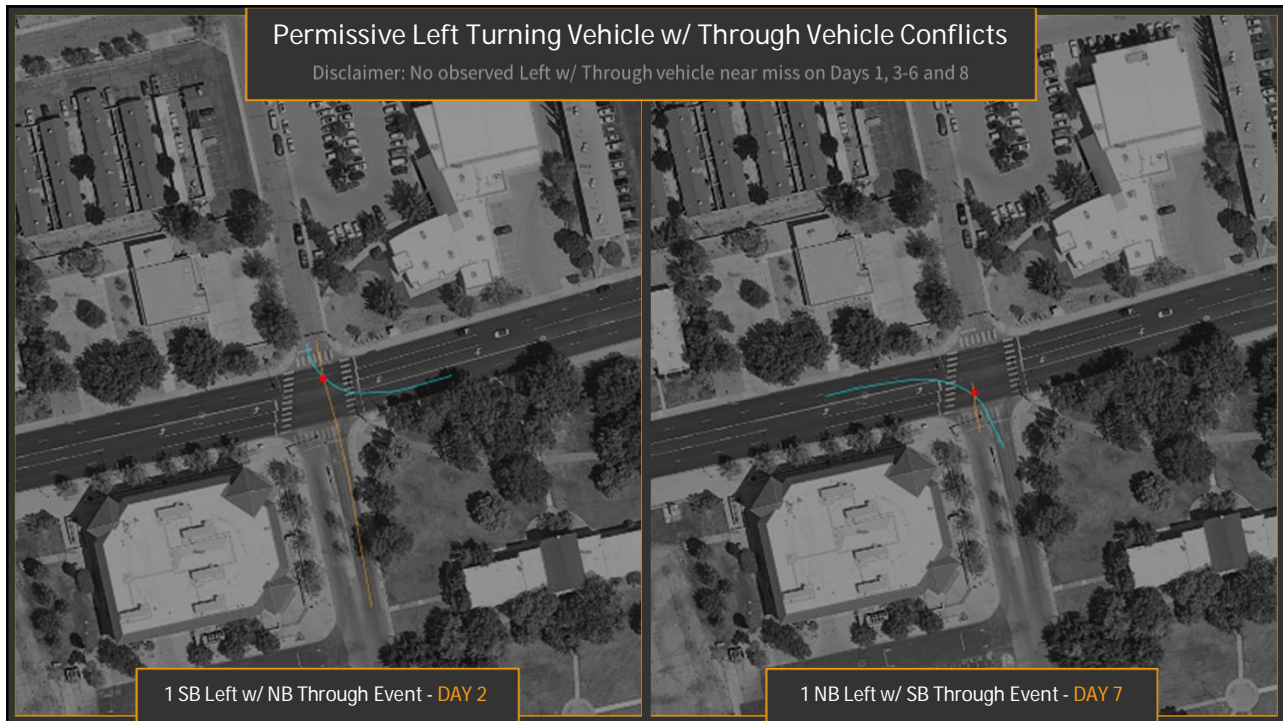


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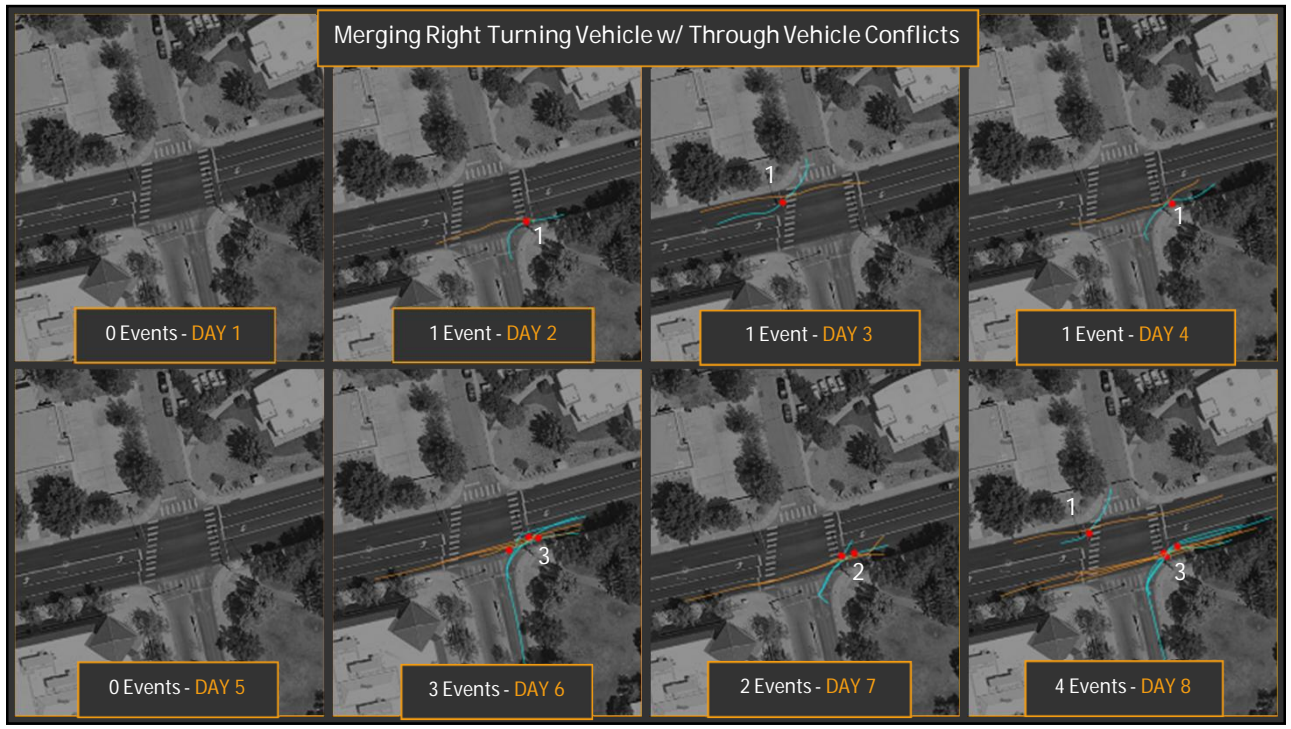


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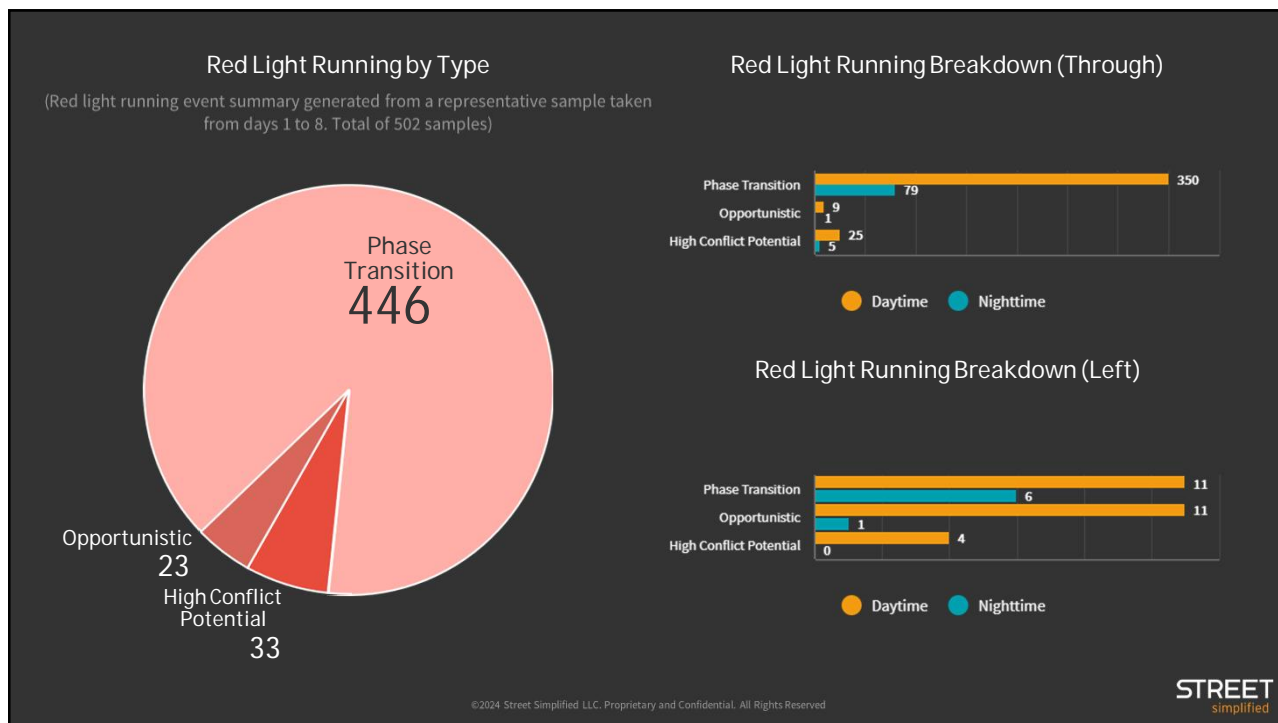


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## Phase Transition

All red light running events where the vehicle crossed the stop bar less than 2 seconds after the red signal phase

## Opportunistic

Red light running events where the vehicle crossed the stop bar on or beyond 2 seconds of the red signal phase but does not get into a near miss with any other road user

## High Conflict Potential

Red light running events where the vehicle crossed the stop bar on or beyond 2 seconds of the red signal phase and gets into a near miss with another road user

## Emergency Vehicle

All red light running events where emergency vehicles (with flashing lights only) are involved

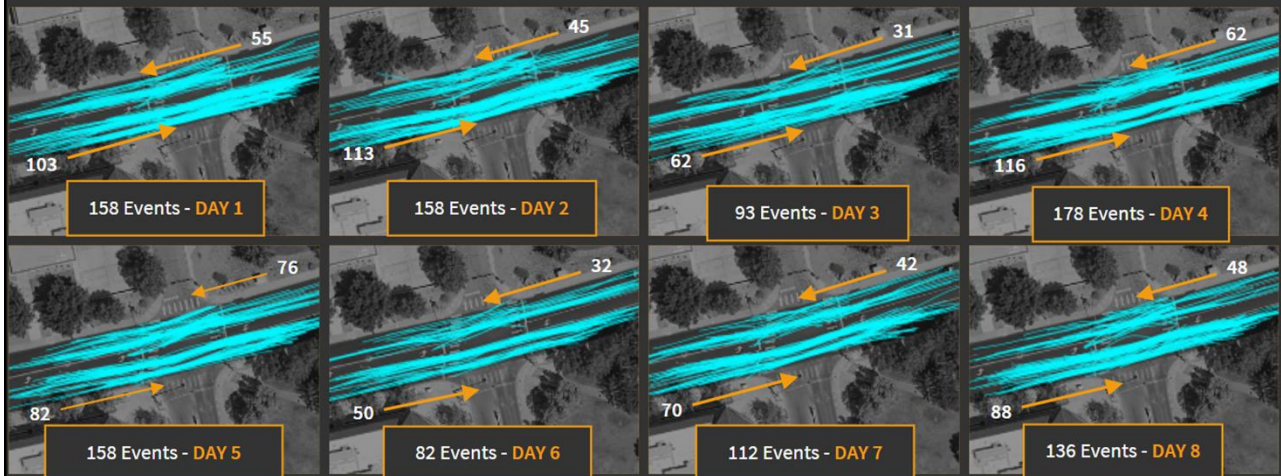
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STREET  
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## Speeding

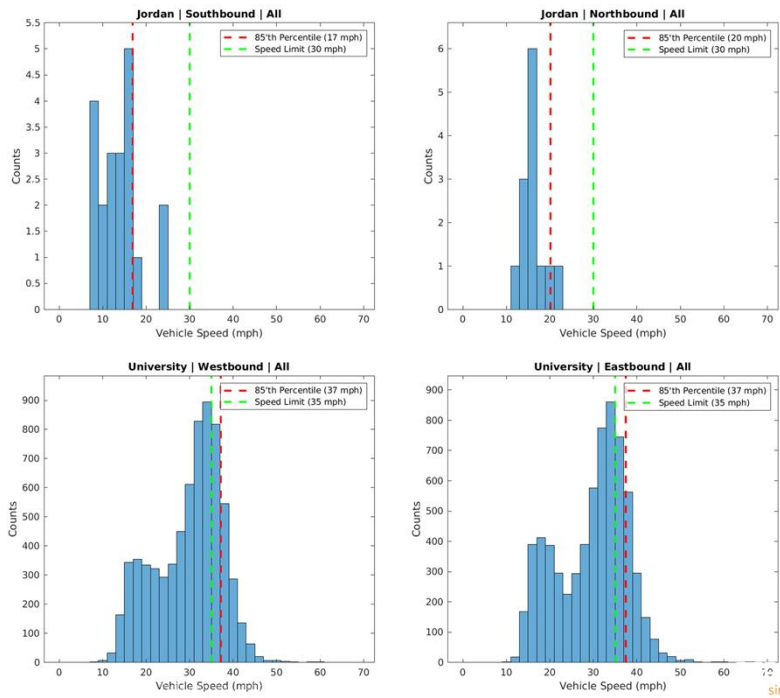
A speeding event is defined as any instance where a vehicle crosses the study region with a speed 10MPH or more above the posted speed limit on that approach.

**Speed Limit:** E University Ave EB - [35 MPH](#) | E University Ave WB - [35 MPH](#)



# Speed Histograms - DAY 3

The speed histogram for Day 3 is representative of other study days.

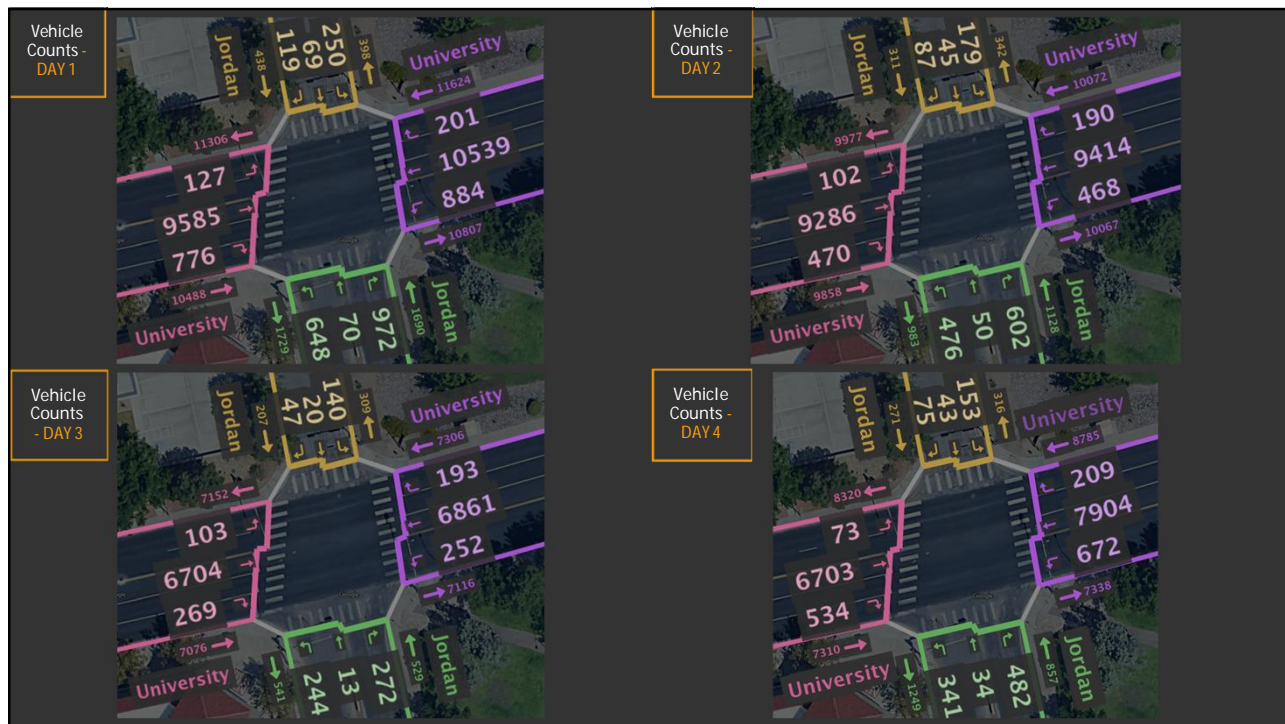


25

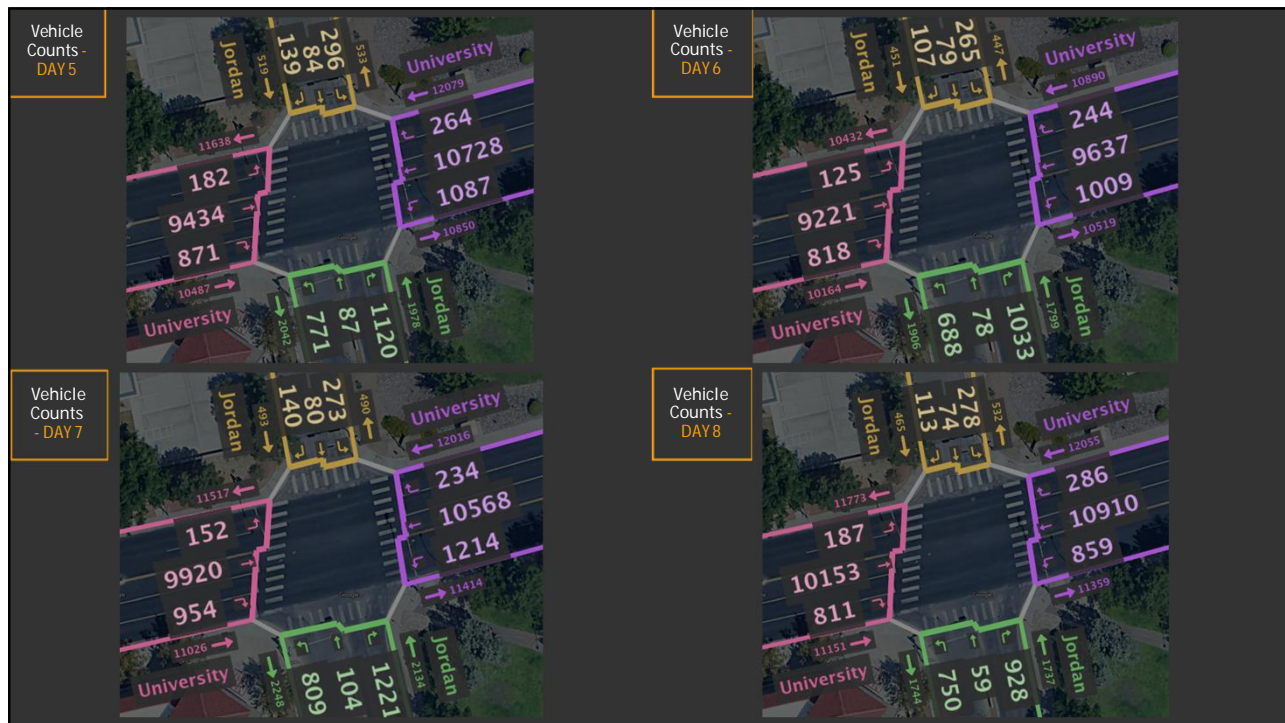
# APPENDIX

13

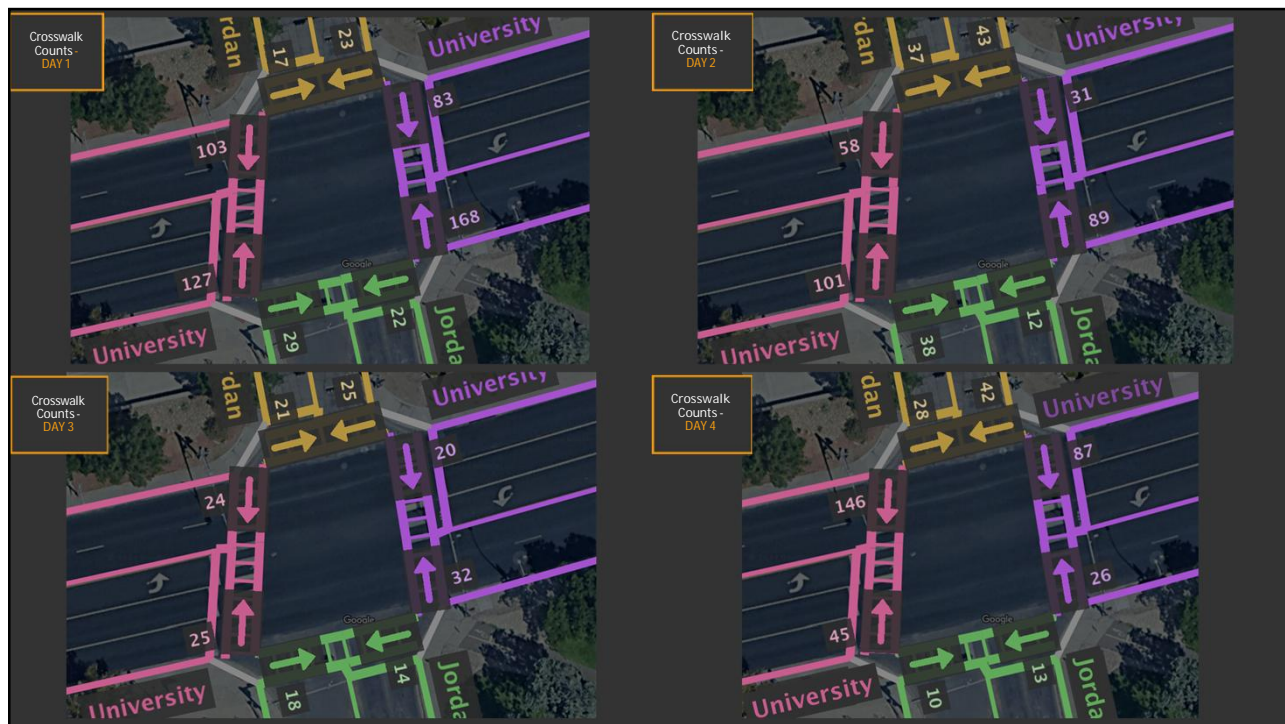
26



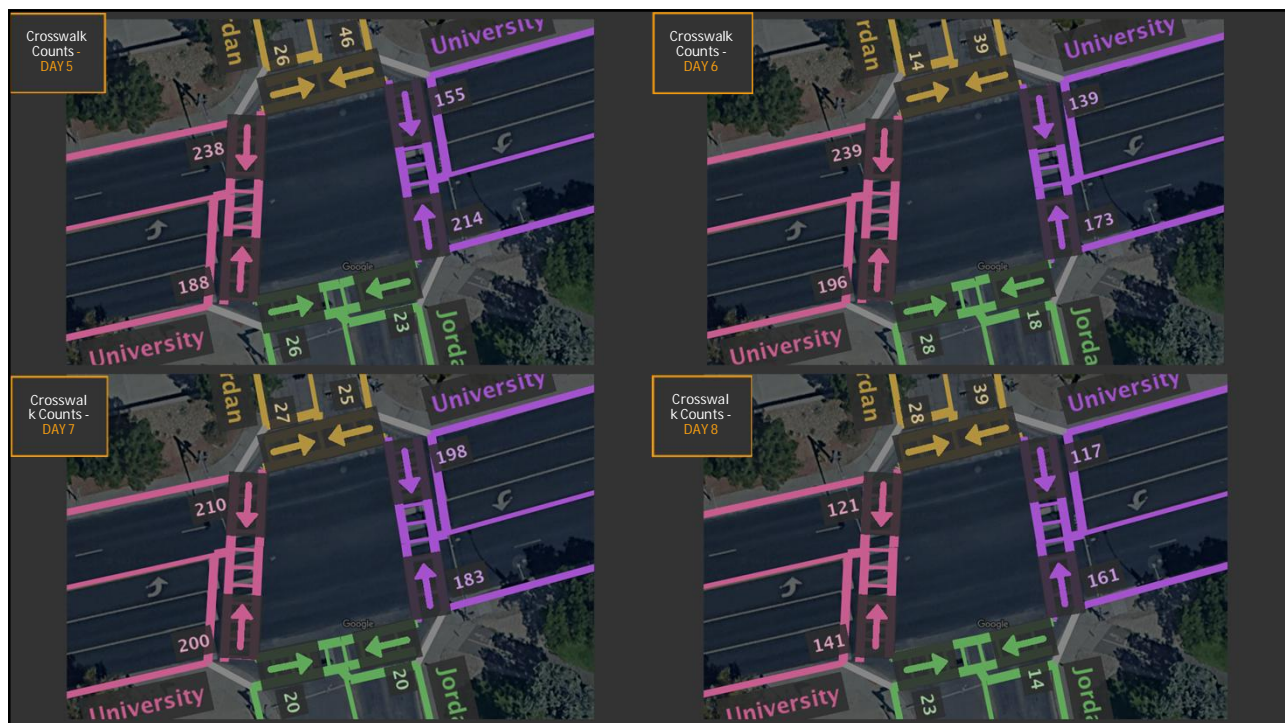
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**STREET**  
simplified

# E University Ave & S Espina St

Near Miss Data Summary

[E University Ave & S Espina St, Las Cruces, NM 88003, USA](#)

**Study Dates**

- [DAY 1](#): Thu, Apr 25, 2024 | 2:00PM to Fri, Apr 26, 2024 | 12:30PM
- [DAY 2](#): Fri, Apr 26, 2024 | 2:15PM to Sat, Apr 27, 2024 | 12:30PM
- [DAY 3](#): Sat, Apr 27, 2024 | 2:00PM to Sun, Apr 28, 2024 | 12:00PM
- [DAY 4](#): Sun, Apr 28, 2024 | 1:30PM to Mon, Apr 29, 2024 | 11:15AM
- [DAY 5](#): Mon, Apr 29, 2024 | 12:30PM to Tue, Apr 30, 2024 | 11:15AM
- [DAY 6](#): Tue, Apr 30, 2024 | 12:45PM to Wed, May 01, 2024 | 11:00AM
- [DAY 7](#): Wed, May 01, 2024 | 12:30PM to Thu, May 02, 2024 | 11:45AM
- [DAY 8](#): Thu, May 02, 2024 | 1:30PM to Fri, May 03, 2024 | 12:00PM



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UNITED STATES CODE SECTION 48945 FOLLOWS:  
TITLE 23 U.S.C. §409

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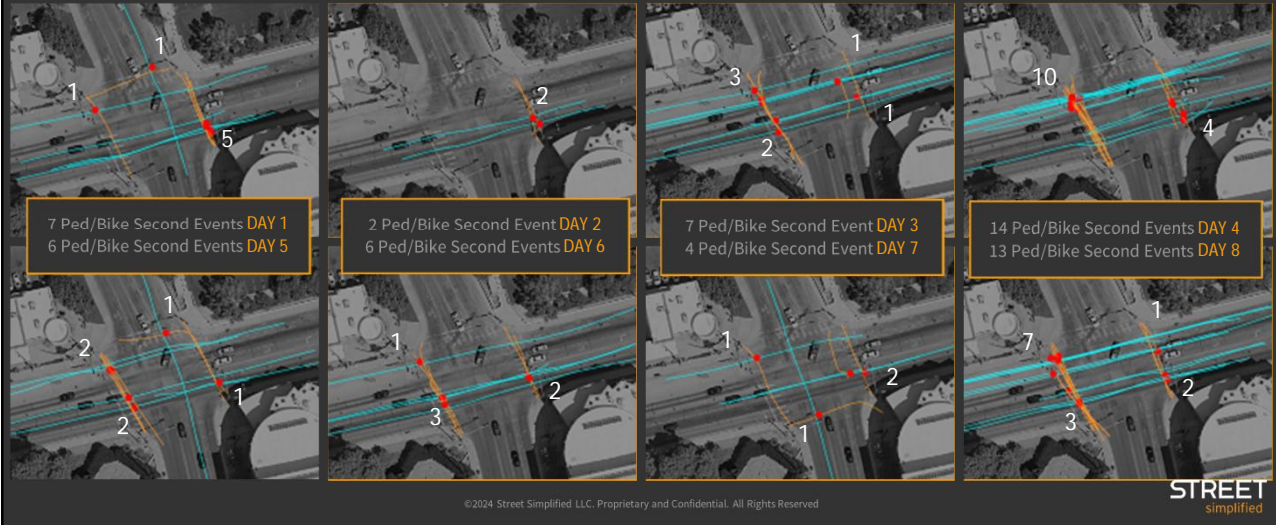
## Near Miss filters

- Vulnerable Road User (VRU) is used mainly to describe those unprotected by an outside shield, as they sustain a greater risk of injury in any collision with a vehicle and are therefore highly in need of protection against such collisions (e.g. Cyclists and Pedestrians). ([National Safety Council](#))
- Vulnerable road user near misses: Post encroachment time threshold of 5 seconds or less
- Vehicle-Vehicle near misses: Post encroachment time threshold of 2 seconds or less
- Conflict and Near Miss are used interchangeably

**STREET**  
simplified

## Through Vehicles w/ VRU Crosswalk Conflicts Day 1-8

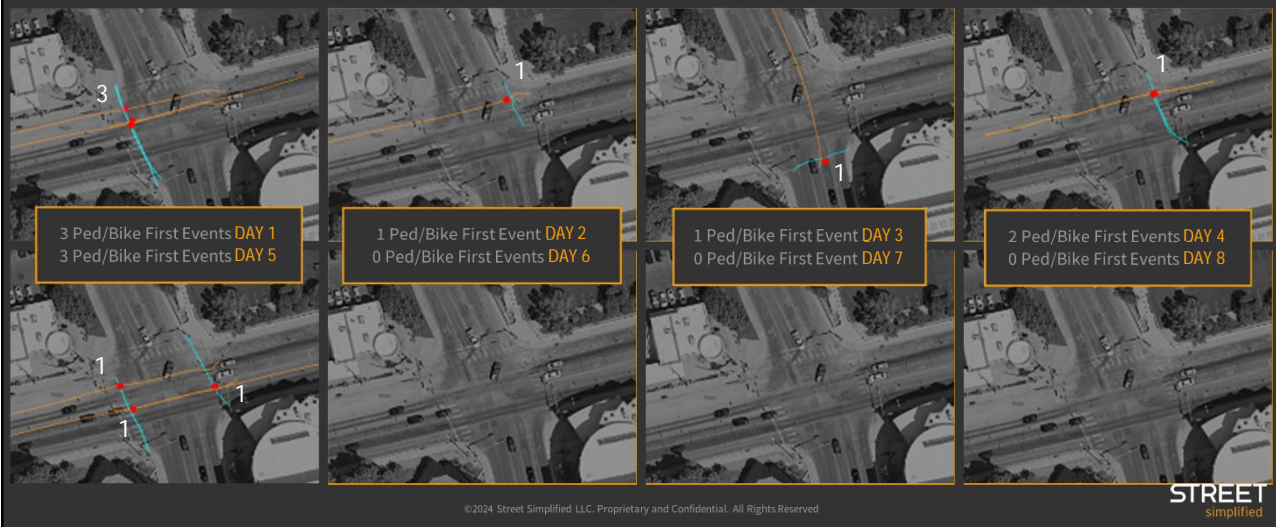
Pedestrian/Bicyclist first events are those where the ped/bike crosses in front of and before the vehicle road user. Ped/Bike second events are where the pedestrian or cyclist crosses behind and after the vehicle road user.



3

## VRU Crosswalk Conflicts w/ Through Vehicles Day 1-8

Pedestrian/Bicyclist first events are those where the ped/bike crosses in front of and before the vehicle road user. Ped/Bike second events are where the pedestrian or cyclist crosses behind and after the vehicle road user.

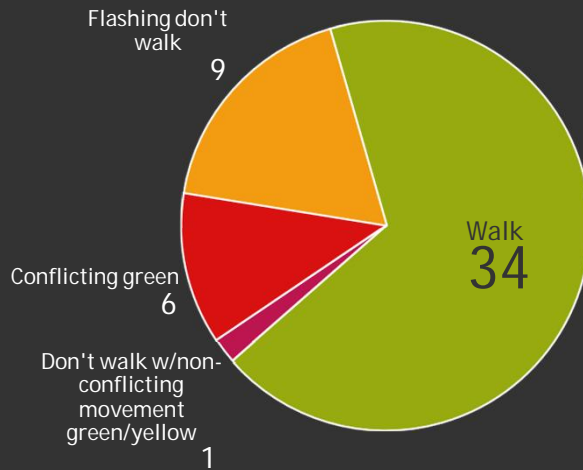


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# VRU Near Miss Compliance

Fraction of conflicts involving a person who started crossing at various times during a cycle. Data was obtained from 50 **representative** samples on visualization platform (days 1-8)



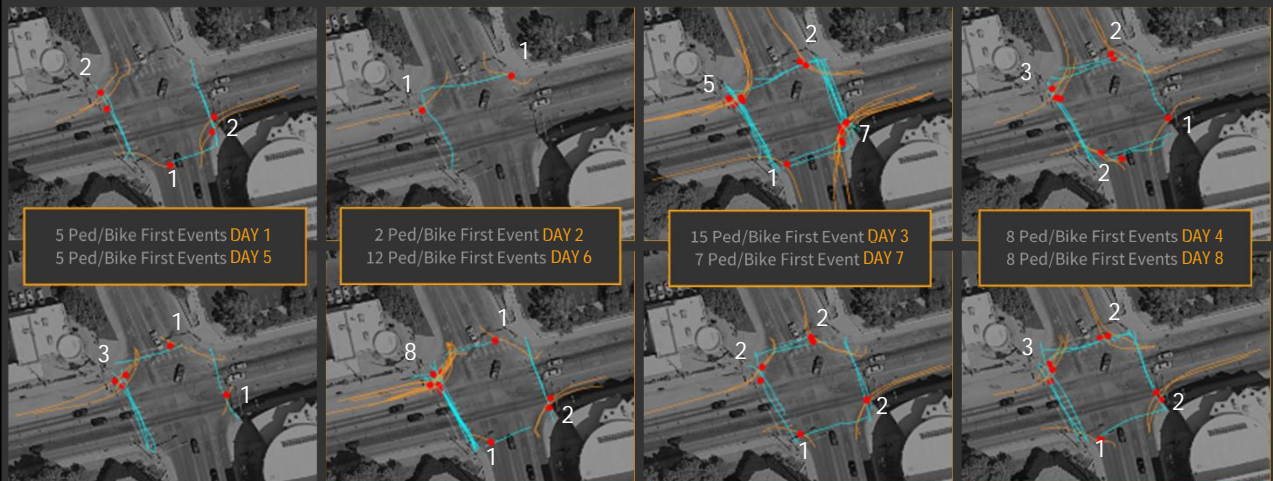
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# VRU Crosswalk Conflicts w/ Right Turning Vehicles Day 1-8

Pedestrian/Bicyclist first events are those where the ped/bike crosses in front of and before the vehicle road user. Ped/Bike second events are where the pedestrian or cyclist crosses behind and after the vehicle road user.



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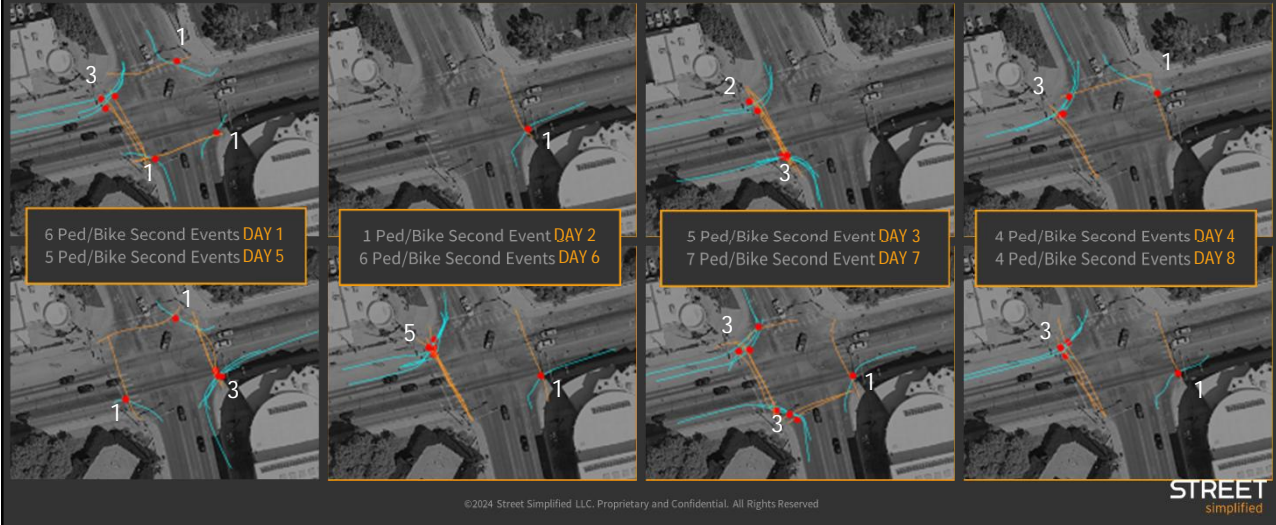


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## Right Turning Vehicles w/ VRU Crosswalk Conflicts Day 1-8

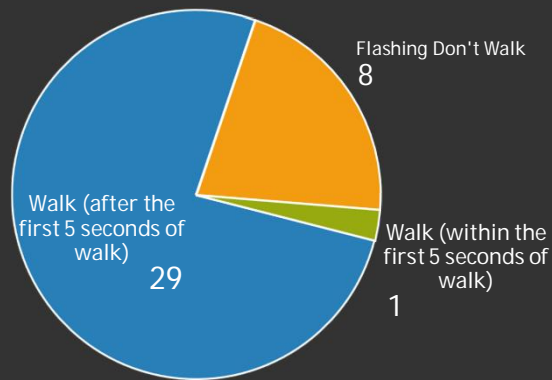
Pedestrian/Bicyclist first events are those where the ped/bike crosses in front of and before the vehicle road user. Ped/Bike second events are where the pedestrian or cyclist crosses behind and after the vehicle road user.



7

## Fraction of Right Turning Conflicts Involving a Crosswalk User who Started Crossing at Various Times During a Cycle

Data was obtained from 38 **representative** samples of VRU - Right turning vehicle near miss video events on visualization platform (days 1-8)



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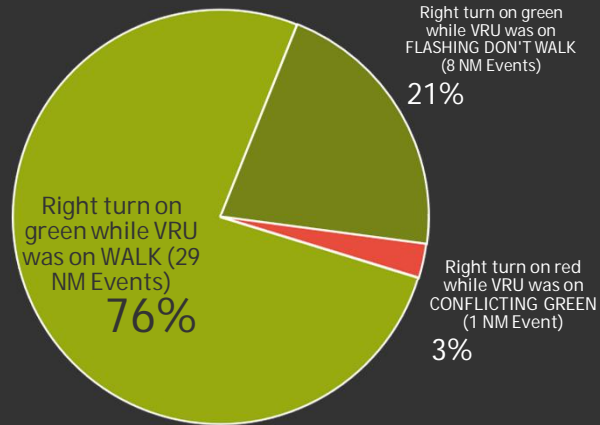
STREET simplified

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4

# VRU Conflicts with Right-Turning Vehicles on Green and Red

Obtained from all VRU-right turning vehicle Near Miss video events for days 1 to 8. Total of 38 representative right turning event samples.



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9

# VRU Crosswalk Conflicts w/ Left Turning Vehicles Day 1-8

Pedestrian/Bicyclist first events are those where the ped/bike crosses in front of and before the vehicle road user. Ped/Bike second events are where the pedestrian or cyclist crosses behind and after the vehicle road user.



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### Left Turning Vehicles w/ VRU Crosswalk Conflicts Day 1-8

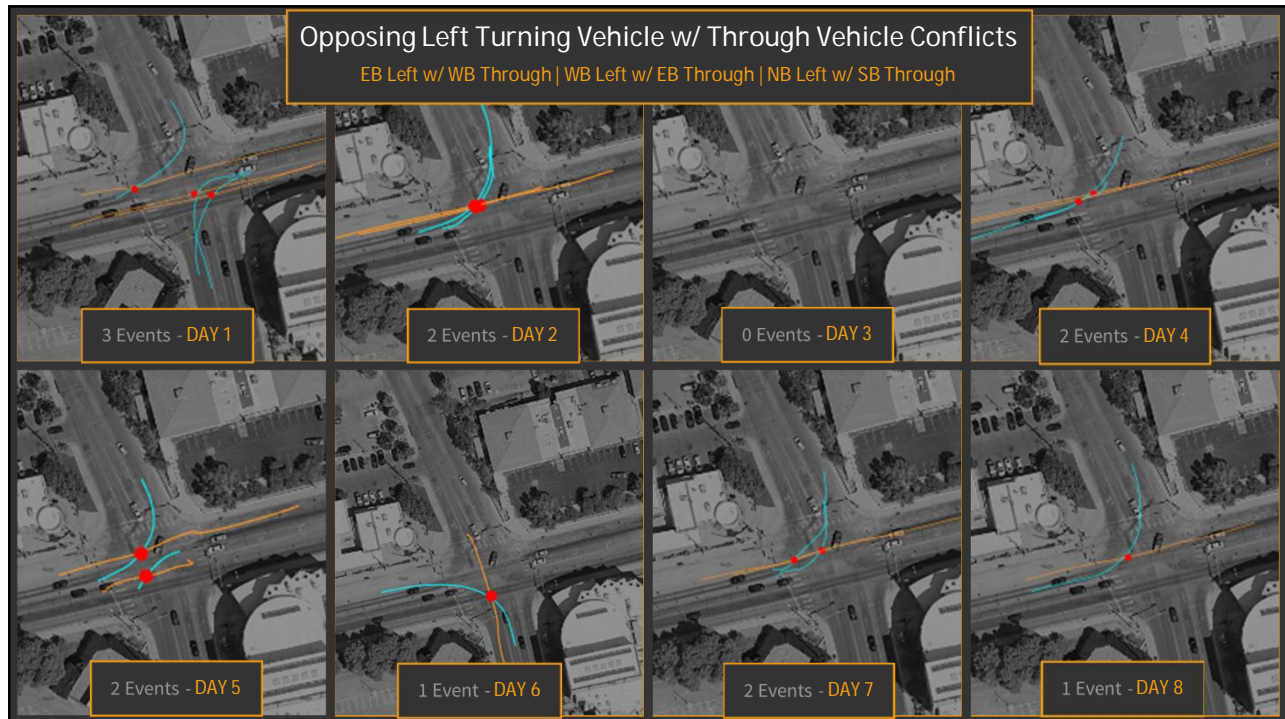
Pedestrian/Bicyclist first events are those where the ped/bike crosses in front of and before the vehicle road user. Ped/Bike second events are where the pedestrian or cyclist crosses behind and after the vehicle road user.



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### Opposing Left Turning Vehicle w/ Through Vehicle Conflicts

EB Left w/ WB Through | WB Left w/ EB Through | NB Left w/ SB Through



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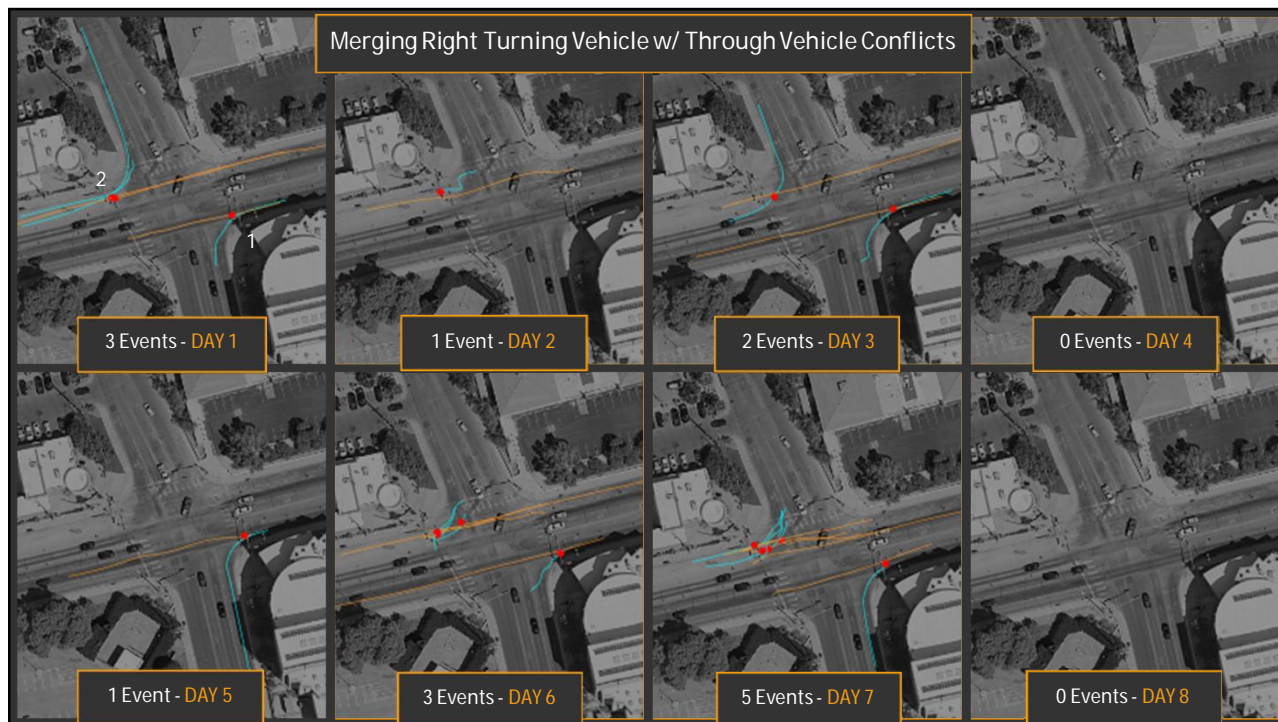


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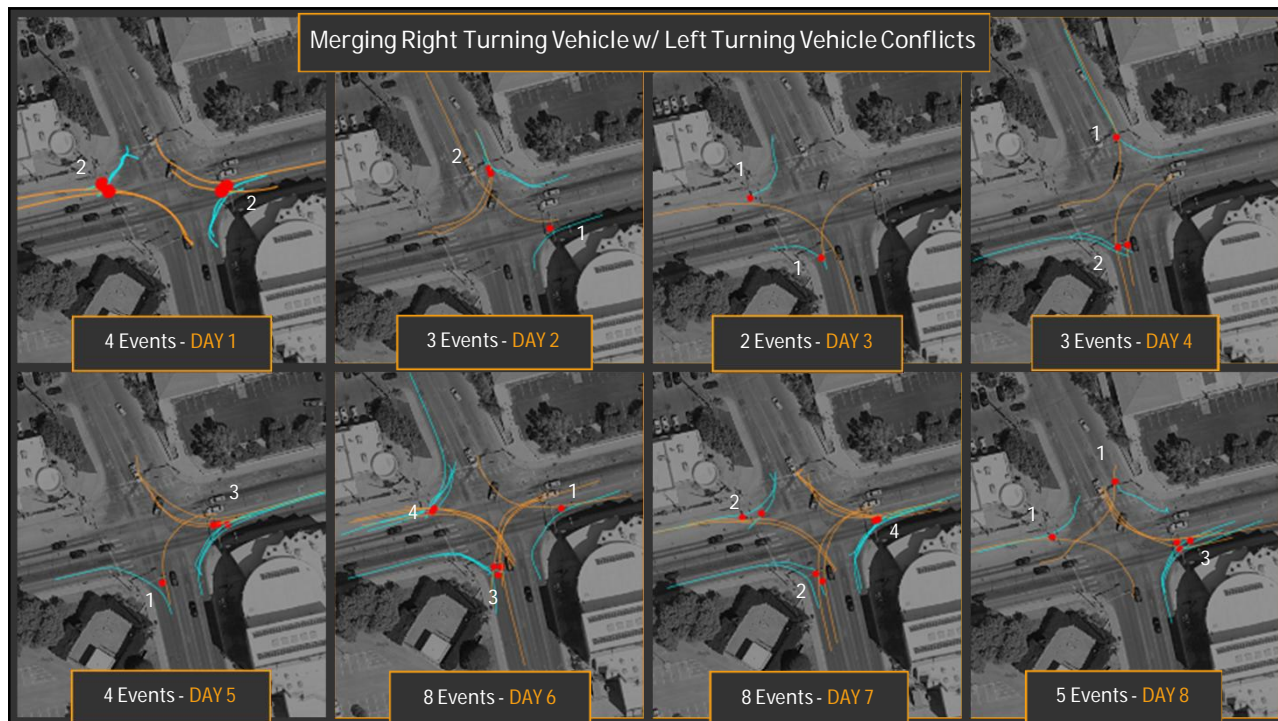


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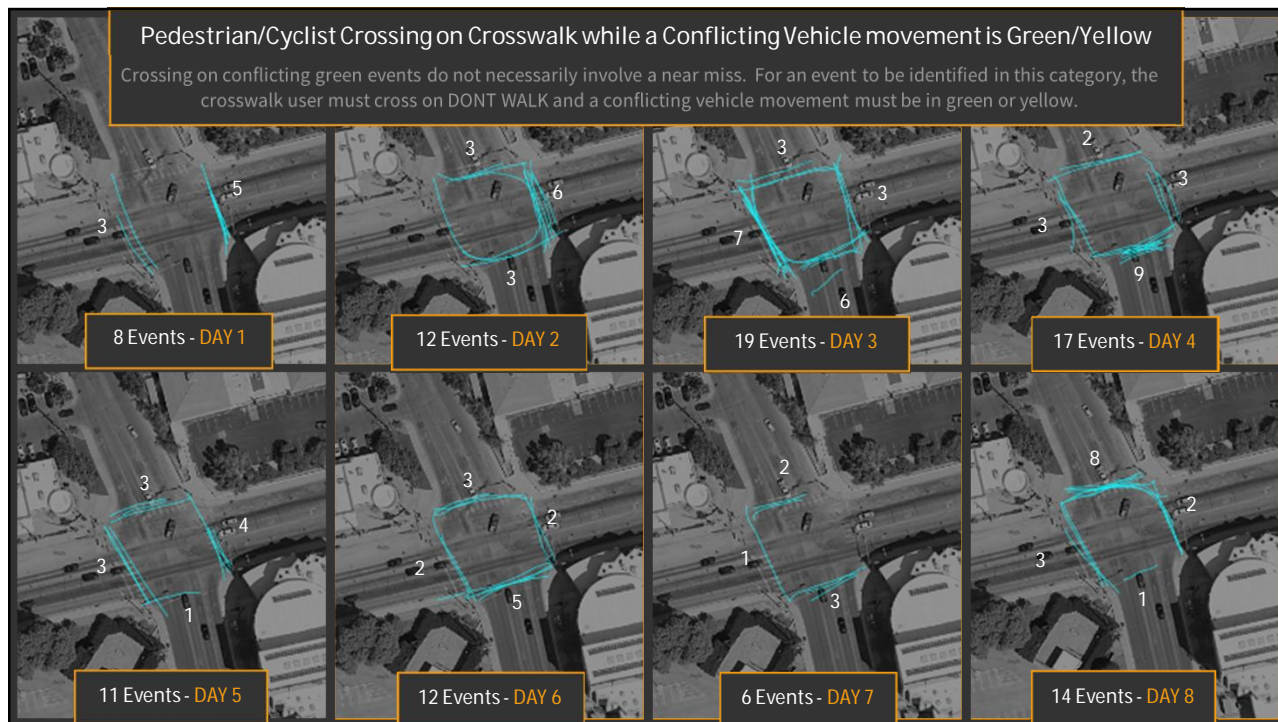


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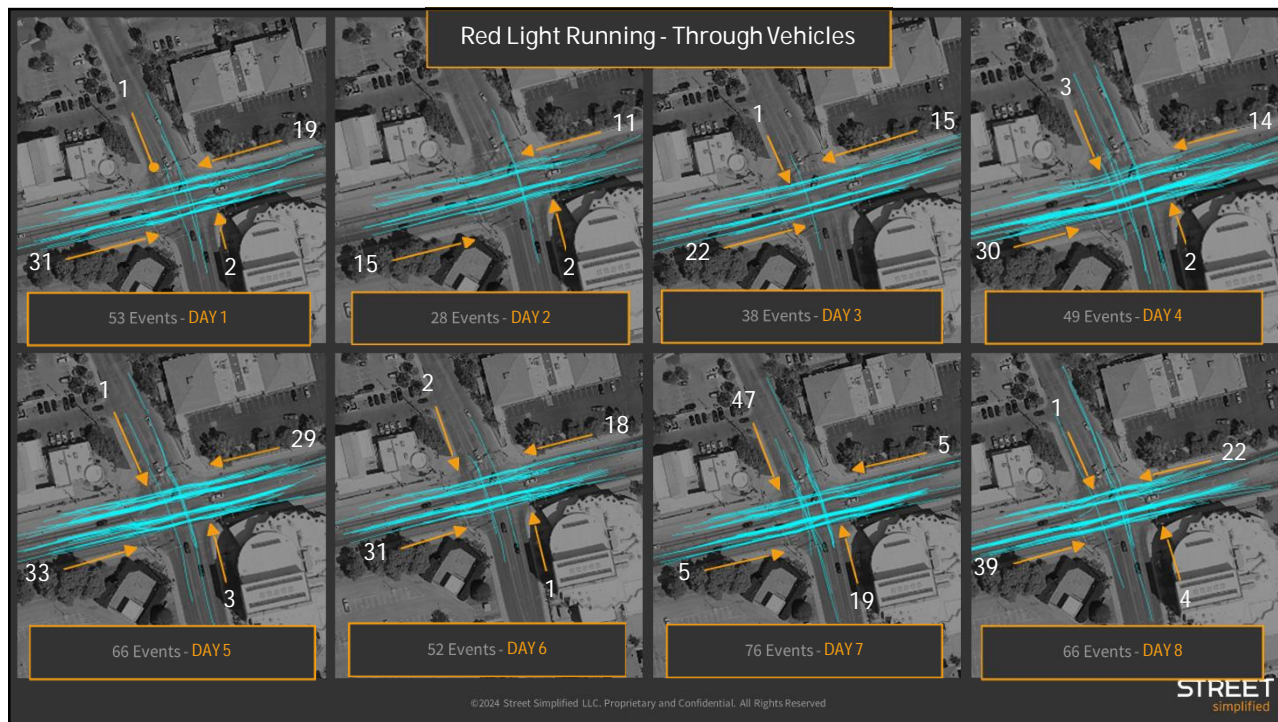
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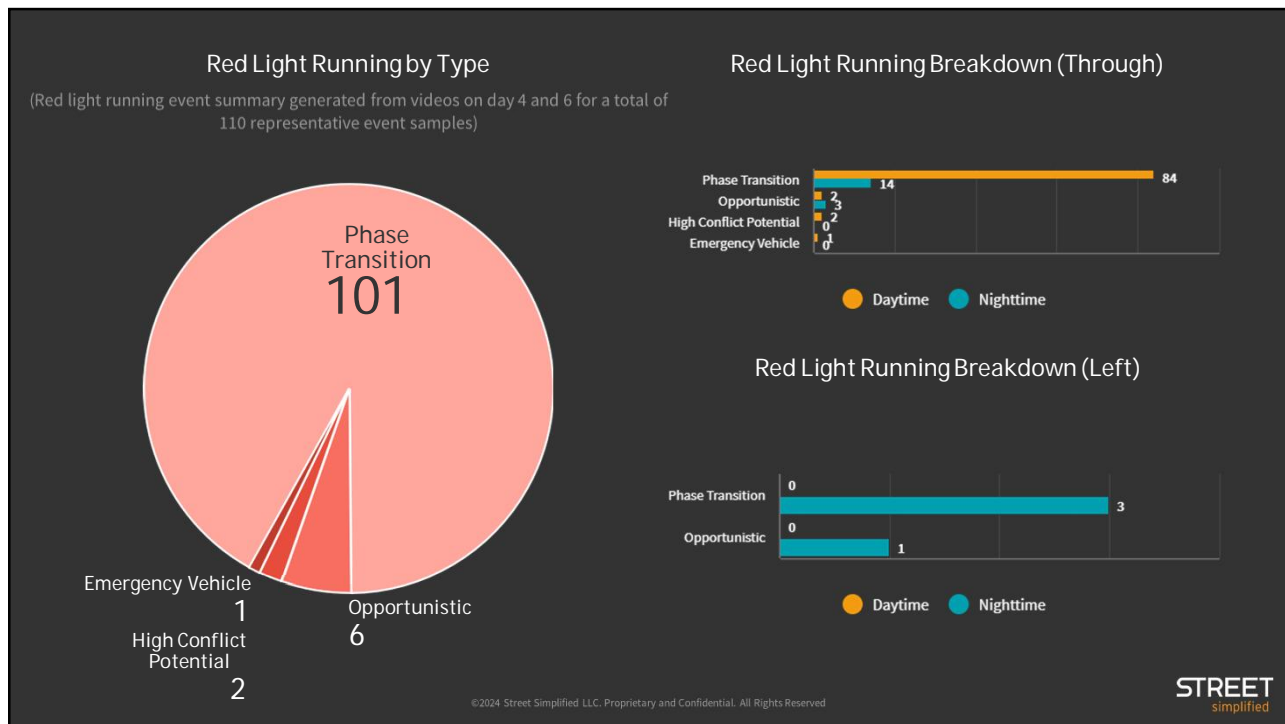


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## Phase Transition

All red light running events where the vehicle crossed the stop bar less than 2 seconds after the red signal phase

## Opportunistic

Red light running events where the vehicle crossed the stop bar on or beyond 2 seconds of the red signal phase but does not get into a near miss with any other road user

## High Conflict Potential

Red light running events where the vehicle crossed the stop bar on or beyond 2 seconds of the red signal phase and gets into a near miss with another road user

## Emergency Vehicle

All red light running events where emergency vehicles (with flashing lights only) are involved

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simplified

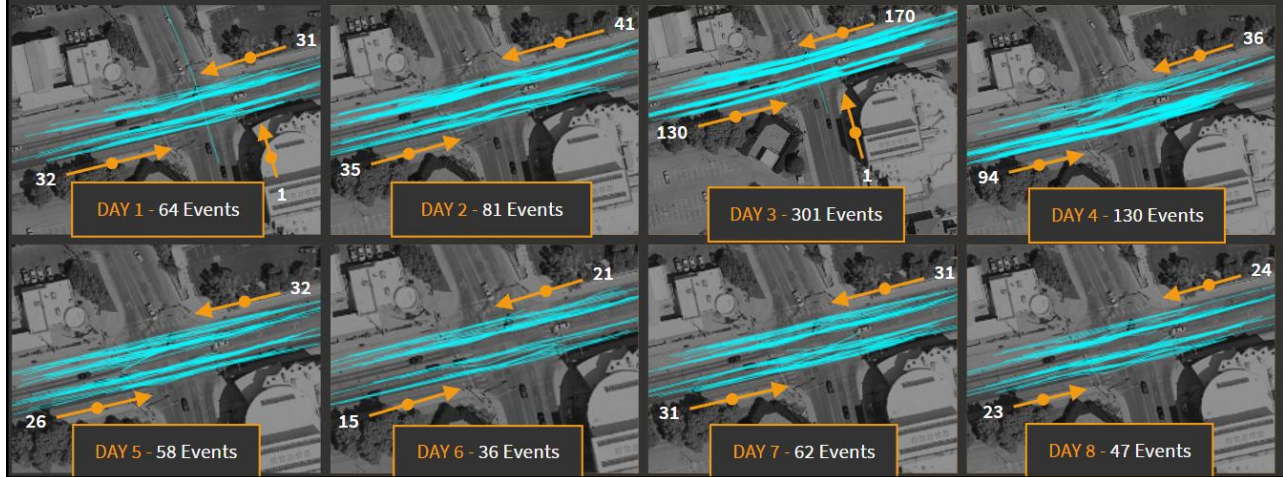
22

# Speeding

## Speed Limit:

E University Ave Eastbound - [35 MPH](#); E University Ave Westbound - [35 MPH](#)

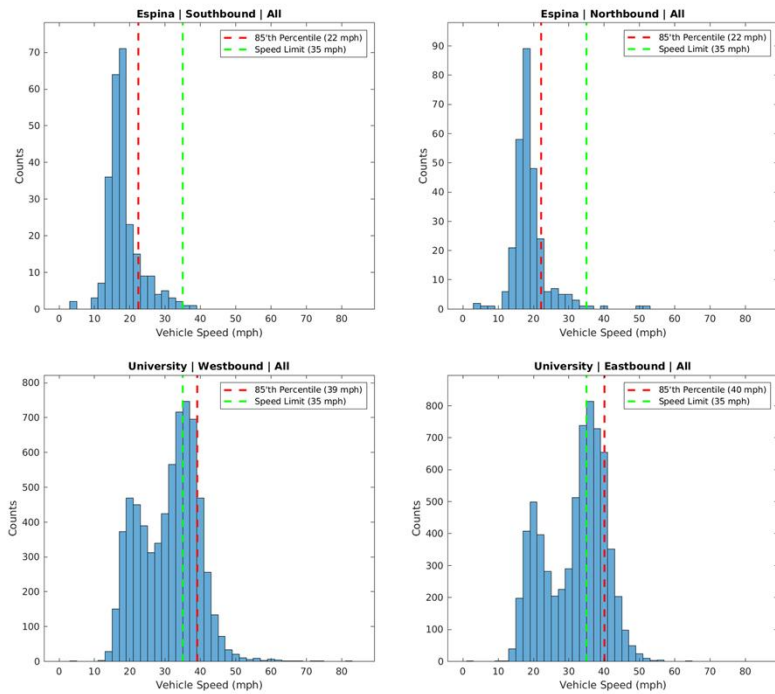
S Espina St Northbound - [25 MPH](#); S Espina St Southbound - [35 MPH](#)



23

# Speed Histograms - DAY 3

The speed histogram for Day 3 is representative of other study days.



24

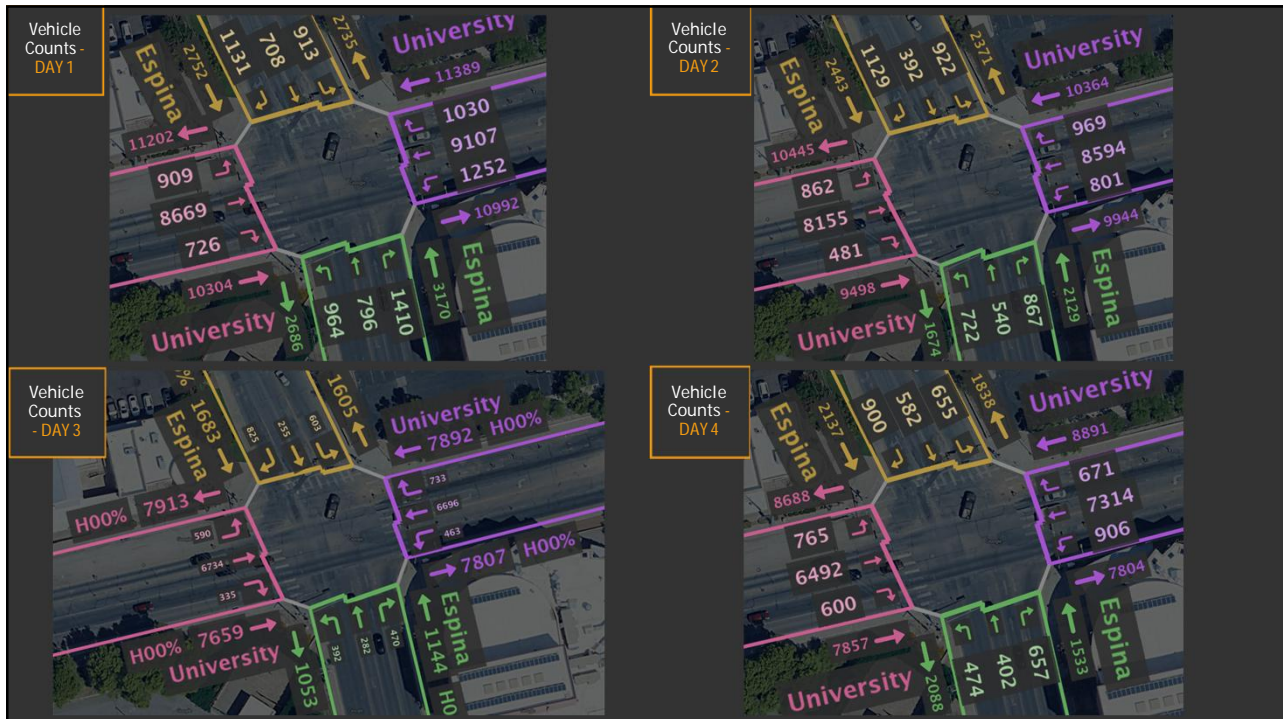
12

# APPENDIX

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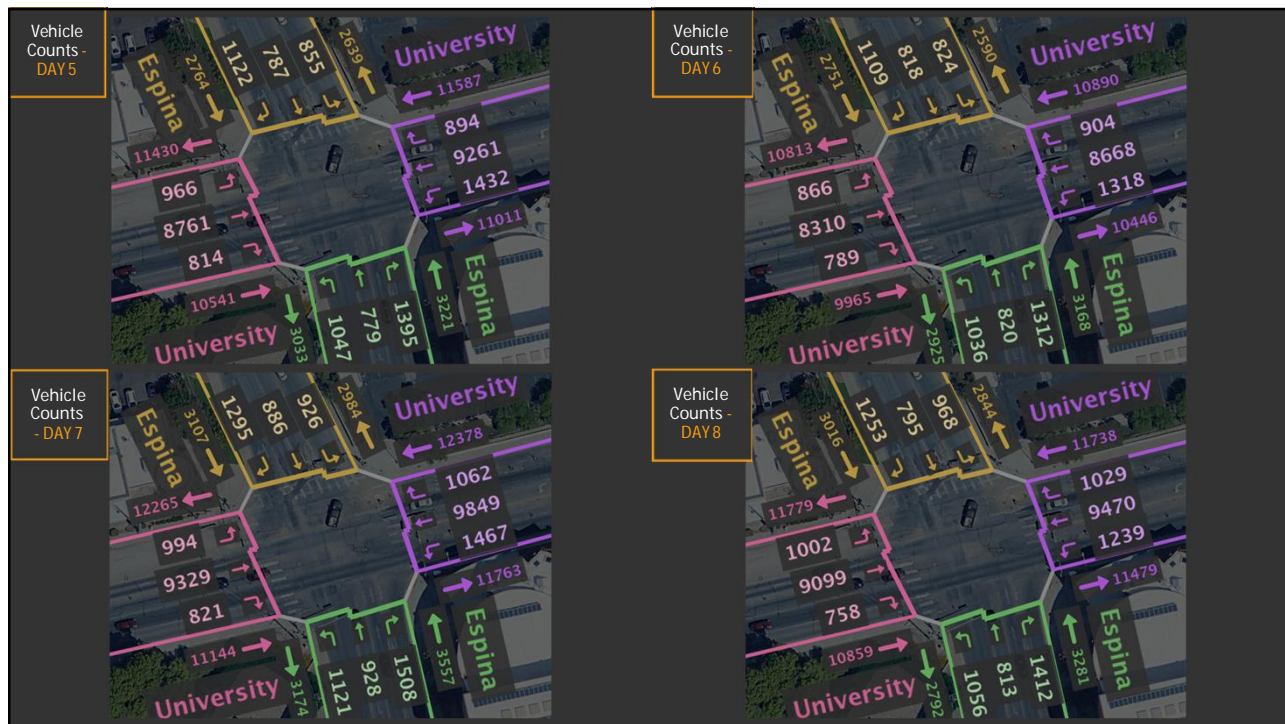
**STREET**  
simplified

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## Appendix E. Programmatic Categorical Exclusion

The Programmatic Categorical Exclusion form will be provided once it is received.