

Regular Joint Information Meeting

July 1, 2024

1:30 PM

County Commission Chambers

Chair: Luther Propst

NOTICE: THE VIDEO AND AUDIO FOR THIS MEETING ARE STREAMED TO THE PUBLIC VIA THE INTERNET AND MOBILE DEVICES WITH VIEWS THAT ENCOMPASS ALL AREAS, PARTICIPANTS AND AUDIENCE MEMBERS. PLEASE SILENCE ALL ELECTRONIC DEVICES DURING THE MEETING.

I. ZOOM LINK FOR PUBLIC PARTICIPATION

The Town reserves the right to close Public Comment via Zoom at any time. In-person comment will continue to be taken and written comments can always be submitted to Town Council by emailing electedofficials@jacksonwy.gov.

To join, click link or copy it to your browser: <https://us02web.zoom.us/j/89779844831>

Or join at zoom.com with Webinar ID: **897 7984 4831** and Password: **83001** or by phone: **+1 669 900 6833**

II. CALL TO ORDER, ROLL CALL, AND ANNOUNCEMENTS

III. PUBLIC COMMENT

This section is reserved for comments on items that are not otherwise included in this agenda. Public comment is limited to 3 minutes. As a general practice, the Electeds will not hold discussion or debate these comments. Nor will they make any decisions presented during this time, but rather refer to staff for follow-up. If you would like to communicate with the Electeds during the meeting, please address them during this open public comment, when public comment is called for on a specific agenda item or send an email to council@jacksonwy.gov and commissioners@tetoncountywy.gov.

IV. CONSENT CALENDAR

A. Meeting Minutes

1. May 14, 2024 Special Joint Information Meeting
2. June 3, 2024 Regular Joint Information Meeting
3. June 10, 2024 Special Joint Information Meeting - Town
4. June 10, 2024 Special Joint Information Meeting - County

B. Fire Joint Power Agreement (Tyler Sinclair & Jodie Pond)

V. DISCUSSION/ACTION ITEMS

A. Town and County Joint Revenue (Tyler Sinclair, 60 mins)

B. West Jackson Subarea Transportation Plan (Charlotte Frei, 45 mins)

VI. MATTERS FROM COUNCIL, COMMISSIONERS AND STAFF

VII. PROPOSED ITEMS FOR FUTURE JOINT INFORMATION MEETINGS

Aug 5 - Housing Dept. Rules & Regulations Clean Up Issue I.D.

Aug 5 - Stilson GMP Budget Approval

Aug 5 - 90 Virginian Lane Update

VIII. ADJOURN

JOINT INFORMATION PROCEEDINGS – UNAPPROVED
TOWN COUNCIL AND BOARD OF COUNTY COMMISSIONERS MEETING

MAY 14, 2024

JACKSON, WYOMING

The Jackson Town Council and the Teton County Board of County Commissioners met in a special joint information meeting (JIM) at 9:05 a.m. in the Town Council Chambers located at 150 East Pearl Avenue in Jackson. This meeting was held in-person and through the Zoom platform. Upon roll call the following were found to be present:

TOWN COUNCIL: Mayor Hailey Morton Levinson, Arne Jorgensen, Jonathan Schechter, Jim Rooks, and Jessica Sell Chambers.

COUNTY COMMISSIONERS: Chairman Luther Propst, Mark Newcomb, Greg Epstein, and Wes Gardner.

STAFF: Tyler Sinclair, April Norton, Jodi Pond, Lea Colasuonno, Steve Ashworth, Tony Matthews, Tanya Anderson, Susan Scarlata, Charlotte Frei, Bruce Abel, Johnny Ziem, Maureen Murphy, Kelly Thompson, Floren Poliseo, Chandler Windom, Mike Moyer, and Lynsey Lenamond.

90 Virginian Lane Developer Selection. April Norton, Lea Colasuonno, and Abigail Moore made staff comment. Council and Commission held discussion with staff.

Council recessed at 10:14 am and reconvened at 10:24 am.

On behalf of the Town, a motion was made by Jim Rooks and seconded by Arne Jorgensen to direct and authorize the Housing Authority to direct staff to negotiate a Ground Lease and Development Agreement including the agreed upon internal procedures and negotiation topics with both Pennrose Development and Elmington Affordables, LLC for affordable workforce housing located at 90 Virginian Lane and to bring these documents and the results of the negotiations back to the Council and Board for consideration at a future meeting. Mayor Morton Levinson called for the vote. The vote showed 4-1 with Jessica Sell Chambers opposed. The motion carried for the Town.

At the regularly scheduled June 3, 2024 Joint Information Meeting (JIM), action was taken to reconsider the vote regarding selection of a developer for 90 Virginian Lane. The vote was reconsidered at the regularly scheduled June 3, 2024 Town Council meeting.

On behalf of the County, a motion was made by Greg Epstein and seconded by Mark Newcomb to continue this item to the next scheduled meeting. Chairman Propst called for the vote. The vote showed all in favor. The motion carried for the County.

FY25 Joint Department and Joint Board Budgets. Tyler Sinclair, Maureen Murphy, Bruce Abel, Kelly Thompson, Lea Colasuonno, Steve Ashworth, and Andy Erskine made staff comment. Council and Commission held discussion with staff.

Council recessed at 11:56am and reconvened at 1:30pm.

Budget discussion continued. Council and Commission discussed the potential for a one cent county-wide SPET measure for a new 7th cent to fund a new justice center. No motion was made.

Adjourn. On behalf of the Town, a motion was made by Jessica Sell Chambers and seconded by Jim Rooks to adjourn. Mayor Morton Levinson called for the vote. The vote showed all in favor. The motion carried for the Town.

On behalf of the County, a motion was made by Wes Gardner and seconded by Greg Epstein to adjourn. Chairman Propst called for the vote. The vote showed all in favor. The motion carried for the County. The meeting adjourned at 2:54 p.m.

TOWN OF JACKSON

ATTEST:

Hailey Morton Levinson, Mayor

Lynsey Lenamond, Deputy Clerk

Minutes: II. Publish JH News & Guide: May 22, 2024

JOINT INFORMATION PROCEEDINGS – UNAPPROVED
TOWN COUNCIL AND BOARD OF COUNTY COMMISSIONERS MEETING

JUNE 3, 2024

JACKSON, WYOMING

The Jackson Town Council and the Teton County Board of County Commissioners met in a regular joint information meeting (JIM) at 1:30 p.m. in the Town Council Chambers located at 150 East Pearl Avenue in Jackson. This meeting was held in-person and through the Zoom platform. Upon roll call the following were found to be present:

TOWN COUNCIL: Mayor Hailey Morton Levinson, Arne Jorgensen, Jonathan Schechter, and Jim Rooks. Jessica Sell Chambers arrived at 1:34pm.

COUNTY COMMISSIONERS: Chairman Luther Propst, Natalia Macker, Mark Newcomb, and Wes Gardner. Greg Epstein arrived at 1:32pm.

STAFF: Tyler Sinclair, Lea Colasuonno, April Norton, Keith Gingery, Jodie Pond, Sarah Mann, Maureen Murphy, and Riley Taylor.

Public Comment. Thomas Stanton made public comment.

Consent Calendar. There was no public comment on the consent calendar. On behalf of the Town, a motion was made by Jonathan Schechter and seconded by Arne Jorgensen to approve the consent calendar including item A as presented with the following motion. On behalf of the County, a motion was made by Greg Epstein and seconded by Natalia Macker to approve the consent calendar including item A as presented with the following motion.

A. **Meeting Minutes.** To approve meeting minutes from the May 6, 2024 Special Joint Information Meeting.

On behalf of the Town, Mayor Morton Levinson called for the vote. The vote showed all in favor. The motion carried for the Town.

On behalf of the County, Chairman Propst called for the vote. The vote showed all in favor. The motion carried for the County.

May 14, 2024 Special Joint Information Meeting Minutes. Council and Commission held discussion. On behalf of the Town, motion was made by Arne Jorgensen and seconded by Jim Rooks to continue the May 14, 2024 Special Joint Information Meeting minutes to the next regularly scheduled Joint Information Meeting. Mayor Morton Levinson called for the vote. The vote showed all in favor. The motion carried.

On behalf of the County, a motion was made by Natalia Macker and seconded by Greg Epstein to continue the May 14, 2024 Special Joint Information Meeting minutes to the next regularly scheduled Joint Information Meeting. Chair Propst called for the vote. The vote showed all in favor. The motion carried.

Town and County Joint Revenue Options. Tyler Sinclair, Sarah Mann, and Keith Gingery made staff comment. Tom Farrens spoke on behalf of Wember, Teton County's design consultant for the Courthouse. Council and Commission held discussion with staff. Margie Lynch made public comment. On behalf of the County, a motion was made by Natalia Macker and seconded by Wes Gardner to direct staff to draft a joint resolution approving a proposition for a 0.5% specific purpose excise tax in Teton County, State of Wyoming, to be placed on the general election ballot on November 5, 2024. Chairman Propst called for the vote. The vote showed all in favor. The motion carried for the County.

On behalf of the Town, a motion was made by Jim Rooks and seconded by Arne Jorgensen to direct staff to bring back at the June 17, 2024 meeting, staff analysis and review of a 0.5% and 1% specific purpose excise tax (SPET) and other options that the Town may be interested in presenting to the County. Mayor Morton Levinson called for the vote. The vote showed all in favor. The motion carried for the Town.

Council and Commission recessed at 3:11pm and reconvened at 3:17pm.

FY25 Joint Department and Joint Board Budgets. Lea Colasuonno made staff comment. Council and Commission held discussion. There was no public comment. No motions were made.

Matters from Council, Commissioners and Staff. There was no discussion.

Executive Session. On behalf of the Town, a motion was made by Jessica Sell Chambers and seconded by Jonathan Schechter to adjourn to executive session to consider the selection of a site or the purchase of real estate when the publicity regarding the consideration would cause a likelihood of an increase in price in accordance with Wyoming Statute 16-4-405(a)(vii). Mayor Morton Levinson called for the vote. The vote showed all in favor. The motion carried for the Town. Council adjourned at 3:20 p.m.

On behalf of the County, a motion was made by Greg Epstein and seconded by Natalia Macker to enter into executive session to consider the selection of a site or the purchase of real estate when the publicity regarding the consideration would cause a likelihood of an increase in price in accordance with Wyoming Statute 16-4-405(a)(vii). Chairman Propst called for the vote. The vote showed all in favor. The motion carried for the County.

The Commission recessed at 3:21 p.m. and reconvened after the executive session at 3:39pm.

On behalf of the County, a motion was made by Natalia Macker and seconded by Greg Epstein to direct staff as was discussed in Executive Session. Chair Propst called for the vote. The vote showed all in favor. The motion carried.

Adjourn. On behalf of the County, a motion was made by Natalia Macker and seconded by Greg Epstein to adjourn. Chair Propst called for the vote. The vote showed all in favor. The motion carried. Commission adjourned at 3:40 p.m.

TOWN OF JACKSON

ATTEST:

Hailey Morton Levinson, Mayor

Riley Taylor, Town Clerk

Minutes: rt. Publish JH News & Guide: June 12, 2024

**JOINT MEETING PROCEEDINGS
TOWN COUNCIL AND BOARD OF COUNTY COMMISSIONERS MEETING**

June 10, 2024

JACKSON, WYOMING

The Jackson Town Council and the Teton County Board of County Commissioners met in a special joint information meeting (JIM) at 1:32 p.m. in the County Commissioner's Chambers located at 200 S. Willow Street in Jackson. This meeting was held in-person and through the Zoom platform. Upon roll call the following were found to be present:

I. ROLL CALL. Upon roll call the following were present:

COUNTY COMMISSIONERS: Luther Propst, Chair, Natalia Macker, Vice-Chair, Greg Epstein, Mark Newcomb, and Wes Gardner.

TOWN COUNCIL: Mayor Hailey Morton Levinson, Arne Jorgensen, and Jim Rooks. and Jessica Sell Chambers entered at 1:46 P.M. Jonathan Schechter was absent.

STAFF: Roxanne Robinson and Rose Robertson.

II. VOLUNTEER BOARD INTERVIEWS – The following applicants were interviewed for positions on joint volunteer boards:

Travel & Tourism

- Mary Bess
- Johanna Holbrook
- Mike May
- Alyson Smith Klackiewicz

Cory Herrick submitted an application but was not present for the interviews.

III. EXECUTIVE SESSION

On behalf of the County, a motion was made by Commissioner Macker and seconded by Commissioner Epstein to enter executive session pursuant to Wyoming Statute §16-4-405(a)(ii) to consider appointments to volunteer boards, specifically the appointment of a board member as a public officer. Chair Propst called for a vote. The vote showed all in favor and the motion carried for the County.

On behalf of the Town, a motion was made by Councilwoman Sell Chambers and seconded by Councilmember Jorgensen to recess into executive session pursuant to Wyoming Statute §16-4-405(a)(ii) to consider appointments to volunteer boards, specifically the appointment of a board member as a public officer. Mayor Morton Levinson called for a vote. The vote showed all in favor and the motion carried for the Town 4-0.

The meeting entered executive session at 1:53 P.M.

Commissioners present: Luther Propst, Natalia Macker, Mark Newcomb, Wes Gardner, and Greg Epstein.

Councilmembers present: Hailey Morton Levinson, Arne Jorgensen, Jim Rooks, and Jessica Sell Chambers.

Others: Rose Robertson, Deputy Clerk.

On behalf of the County, a motion was made by Commissioner Macker and seconded by Commissioner Epstein to exit the executive session. Chair Propst called for a vote. The vote showed all in favor and the motion carried for the County.

The Town exited the executive session.

Both entities exited the executive session at 2:04 P.M.

On behalf of the County, a motion was made by Commissioner Macker and seconded by Commissioner Epstein to appoint Mary Bess and Johanna Holbrook to the Travel &

Tourism Board for 3-year terms expiring June 30, 2027, and appoint Mike May to the Travel & Tourism Board for a partial term expiring June 30, 2025. Chair Propst called for a vote. The vote showed all in favor and the motion carried for the County

On behalf of the Town, a motion was made by Councilwoman Sell Chambers and seconded by Councilmember Jorgensen to appoint Mary Bess and Johanna Holbrook to the Travel & Tourism Board for 3-year terms expiring June 30, 2027, and appoint Mike May to the Travel & Tourism Board for a partial term expiring June 30, 2025. Mayor Morton Levinson called for a vote. The vote showed all in favor and the motion carried for the Town 4-0.

IV. ADJOURN – COUNTY ONLY

Adjourn. On behalf of the County, a motion was made by Commissioner Macker and seconded by Commissioner Epstein to adjourn. Chair Propst called for a vote. The vote showed all in favor and the motion carried for the County.

V. ORDINANCES – TOWN ONLY

A motion was made by Jim Rooks and seconded by Arne Jorgensen to read ordinances in short title. Mayor Morton Levinson called for the vote. The vote showed all in favor. The motion carried.

Ordinance S. An Ordinance Extending the Term of the Franchise Granted to Qwest Corporation d/b/a CenturyLink.
AN ORDINANCE AMENDING ORDINANCE 1243 EXTENDING THE TERM OF THE FRANCHISE GRANTED TO QWEST CORPORATION D/B/A CENTURYLINK QC ON BEHALF OF ITSELF TO OPERATE AND MAINTAIN A TELECOMMUNICATIONS SYSTEM FOR THE PURPOSE OF SUPPLYING SERVICE TO THE TOWN OF JACKSON AND GRANTED ON DECEMBER 18, 2019.

BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF JACKSON, WYOMING, IN REGULAR SESSION DULY ASSEMBLED, THAT:

There was no public comment. A motion was made by Arne Jorgensen and seconded by Jessica Sell Chambers to approve Ordinance S at second reading. Mayor Morton Levinson called for the vote. The vote showed all in favor. The motion carried.

VI. ADJOURN – TOWN ONLY

On behalf of the Town, a motion was made by Jim Rooks and seconded by Jessica Sell Chambers to adjourn. Mayor Morton Levinson called for the vote. The vote showed all in favor. The motion carried for the Town.

The meeting adjourned at 2:06 P.M.

TETON COUNTY BOARD OF COUNTY COMMISSIONERS

Luther Propst, Chair

ATTEST:

Maureen E. Murphy, County Clerk

TOWN OF JACKSON

Hailey Morton Levinson, Mayor

ATTEST:

Riley Taylor, Town Clerk

**JOINT MEETING PROCEEDINGS
TOWN COUNCIL AND BOARD OF COUNTY COMMISSIONERS MEETING**

June 10, 2024

JACKSON, WYOMING

The Jackson Town Council met the same time as the Teton County Commission in separate meetings but held together at the same location and same time. The meeting was located in the County Commissioner's Chambers located at 200 S. Willow Street. Both entities separately convened at 1:32 P.M.

I. ROLL CALL. Upon roll call the following were present:

COUNTY COMMISSIONERS: Luther Propst, Chair, Natalia Macker, Vice-Chair, Greg Epstein, Mark Newcomb, and Wes Gardner.

TOWN COUNCIL: Mayor Hailey Morton Levinson, Arne Jorgensen, and Jim Rooks. and Jessica Sell Chambers entered at 1:46 P.M. Jonathan Schechter was absent.

STAFF: Roxanne Robinson and Rose Robertson.

II. VOLUNTEER BOARD INTERVIEWS – The following applicants were interviewed for positions on joint volunteer boards:

Travel & Tourism

- Mary Bess
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Cory Herrick submitted an application but was not present for the interviews.

III. EXECUTIVE SESSION

On behalf of the County, a motion was made by Commissioner Macker and seconded by Commissioner Epstein to enter executive session pursuant to Wyoming Statute §16-4-405(a)(ii) to consider appointments to volunteer boards, specifically the appointment of a board member as a public officer. Chair Propst called for a vote. The vote showed all in favor and the motion carried for the County.

On behalf of the Town, a motion was made by Councilwoman Sell Chambers and seconded by Councilmember Jorgensen to recess into executive session pursuant to Wyoming Statute §16-4-405(a)(ii) to consider appointments to volunteer boards, specifically the appointment of a board member as a public officer. Mayor Morton Levinson called for a vote. The vote showed all in favor and the motion carried for the Town 4-0.

The meeting entered executive session at 1:53 P.M.

Commissioners present: Luther Propst, Natalia Macker, Mark Newcomb, Wes Gardner, and Greg Epstein.

Councilmembers present: Hailey Morton Levinson, Arne Jorgensen, Jim Rooks, and Jessica Sell Chambers.

Others: Rose Robertson, Deputy Clerk.

On behalf of the County, a motion was made by Commissioner Macker and seconded by Commissioner Epstein to exit the executive session. Chair Propst called for a vote. The vote showed all in favor and the motion carried for the County.

The Town exited the executive session.

Both entities exited the executive session at 2:04 P.M.

On behalf of the County, a motion was made by Commissioner Macker and seconded by Commissioner Epstein to appoint Mary Bess and Johanna Holbrook to the Travel &

Tourism Board for 3-year terms expiring June 30, 2027, and appoint Mike May to the Travel & Tourism Board for a partial term expiring June 30, 2025. Chair Propst called for a vote. The vote showed all in favor and the motion carried for the County

On behalf of the Town, a motion was made by Councilwoman Sell Chambers and seconded by Councilmember Jorgensen to appoint Mary Bess and Johanna Holbrook to the Travel & Tourism Board for 3-year terms expiring June 30, 2027, and appoint Mike May to the Travel & Tourism Board for a partial term expiring June 30, 2025. Mayor Morton Levinson called for a vote. The vote showed all in favor and the motion carried for the Town 4-0.

IV. ADJOURN

Adjourn. On behalf of the County, a motion was made by Commissioner Macker and seconded by Commissioner Epstein to adjourn. Chair Propst called for a vote. The vote showed all in favor and the motion carried for the County.

The meeting adjourned at 2:06 P.M.

TETON COUNTY BOARD OF COUNTY COMMISSIONERS

Luther Propst, Chair

ATTEST:

Maureen E. Murphy, County Clerk

TOWN OF JACKSON

Hailey Morton Levinson, Mayor

ATTEST:

Riley Taylor, Town Clerk



BOARD OF COUNTY
COMMISSIONERS



TOWN
COUNCIL

JOINT INFORMATION MEETING AGENDA DOCUMENTATION

SUBMITTING DEPARTMENT: Administration

PRESENTER: Tyler Sinclair & Jodie Pond

MEETING DATE: July 1, 2024

SUBJECT: Fire Joint Powers Agreement

STATEMENT/PURPOSE

The purpose of this item is to review and consider updates to the Fire Joint Powers Agreement.

BACKGROUND/ALTERNATIVES

In 2004, pursuant to Wyo. Stat. 16-1-104(a) which allows cities and counties to cooperate to provide services to their communities, the Town and County entered a joint power agreement for a ten-year term for the provisions of both Fire protection and EMS service. In 2014 the Town and County continued cooperation, executing a new JPA when the 2004 agreement concluded.

The 2014 JPA is currently in effect and includes provisions for its term; termination; financing, budgeting, and operations generally; the paid and volunteer personnel; and the roles of the County Administrator, the Fire Chief, and the parties.

In 2018, the provisions relating to the paid and volunteer personnel, as well as the roles of the Town and County, the County Administrator, and the Fire Chief, were amended in response to the creation of a firefighter's union and a lawsuit against the Town and County with respect to that union. The term of the JPA is ten years, beginning August 29, 2014 and ending August 29, 2024.

In light of the upcoming expiration of the 2014 JPA, the Town Council discussed next steps with respect to joint cooperation on Fire and EMS services in April 2024. Similarly, County staff discussed the JPA in May of 2024 and discussed potential changes. The respective staff suggested changes are as follows:

1. Incorporate the 2018 Amendments: These changes have already been agreed to by the parties but were in an amendment; this change threads them into the new JPA.
2. Delete the Special Fire Fund: The County has voted to not have this Fund anymore, therefore, this paragraph needs to be removed from the JPA.
3. Changes the Term to one year: This is the duration in the draft since one party, Council, expressed its interest via vote in April to use the one year for the parties to discuss substantive changes.

COMPREHENSIVE PLAN ALIGNMENT

Chapter 8 - Quality Community Service Provision calls for "timely, efficient and safe delivery of quality services and facilities in a fiscally responsible and coordinated manner."

STAKEHOLDER ANALYSIS

All residents of Teton County.

FISCAL IMPACT

None of the funding sections change as a result of the recommended draft and therefore the fiscal impact is neutral.

STAFF IMPACT

Ongoing.

LEGAL REVIEW

Colasuonno/Gingery

ATTACHMENTS

- 1) Clean draft version of new JPA
- 2) Redline draft version of new JPA

RECOMMENDATION

None.

SUGGESTED MOTION

Town:

I move to approve the Town of Jackson and Teton County Joint Power Agreement for Fire and Emergency Medical Services, attached to this staff report, and authorize the Mayor to execute the necessary documents, including any minor corrections by staff.

County:

I move to approve the Town of Jackson and Teton County Joint Power Agreement for Fire and Emergency Medical Services, attached to this staff report, including any minor corrections by staff.

**THE TOWN OF JACKSON AND TETON COUNTY JOINT POWER
AGREEMENT FOR FIRE AND EMERGENCY MEDICAL SERVICES**

This agreement is made and entered into to be effective as of the ____ day of _____ 2024, by and between the Town of Jackson, Wyoming, a Municipal Corporation of the State of Wyoming, hereinafter referred to as "Town", and Teton County, Wyoming, a duly organized county of the State of Wyoming, hereinafter referred to as "County."

WITNESSETH:

WHEREAS, Wyoming Statutes §16-1-101, et. seq., Intergovernmental Cooperation, allows for two (2) or more agencies to enter into agreements with each other for joint or cooperative action; and

WHEREAS, this Joint Power Agreement is created pursuant to W.S. § 16-1-105 and it is specifically recognized that this agreement does not create a separate legal entity, nor is this agreement created or governed by W.S. § 16-1-106 Joint Powers Boards; and

WHEREAS, Wyoming Statute § 18-3-509(a)(ii) allows for the County to provide fire protection jointly with one (1) or more municipal corporations; and

WHEREAS, Wyoming Statute § 15-1-103(a)(xxiii)(C) provides for the Town to make cooperative agreements for fire protection in accordance with Wyoming Statute 15-1-121(a)(ii); and

WHEREAS, Teton County and the Town of Jackson (hereinafter referred to as "Parties") have determined that there is a need within Teton County and the Town of Jackson for consolidation of the Fire and the Emergency Medical Services and shall be combined into the Jackson Hole Fire/EMS Department (hereinafter referred to as the Department); and

WHEREAS, in furtherance of meeting this need in accordance with statutory authorization, the Town and County are expending funds and assisting in the support of fire and emergency medical services; and

WHEREAS, the Town and County have operated the Jackson Hole Fire/EMS Department for the past 10 years under the 2004 Town of Jackson and Teton County Joint Power Agreement for Fire and Emergency Medical Services, which expires this year.

NOW THEREFORE, it is hereby resolved by the Town and County in separate meetings duly assembled, and in consideration of the foregoing and of the cooperation to be had between the parties and the performance of the promises contained herein, and the parties hereto agree as follows:

**THE TOWN OF JACKSON AND TETON COUNTY JOINT POWER
AGREEMENT FOR FIRE AND EMERGENCY MEDICAL SERVICES**

This agreement is made and entered into to be effective as of the ____ day of _____ 2024, by and between the Town of Jackson, Wyoming, a Municipal Corporation of the State of Wyoming, hereinafter referred to as "Town", and Teton County, Wyoming, a duly organized county of the State of Wyoming, hereinafter referred to as "County."

WITNESSETH:

WHEREAS, Wyoming Statutes §16-1-101, et. seq., Intergovernmental Cooperation, allows for two (2) or more agencies to enter into agreements with each other for joint or cooperative action; and

WHEREAS, this Joint Power Agreement is created pursuant to W.S. § 16-1-105 and it is specifically recognized that this agreement does not create a separate legal entity, nor is this agreement created or governed by W.S. § 16-1-106 Joint Powers Boards; and

WHEREAS, Wyoming Statute § 18-3-509(a)(ii) allows for the County to provide fire protection jointly with one (1) or more municipal corporations; and

WHEREAS, Wyoming Statute § 15-1-103(a)(xxiii)(C) provides for the Town to make cooperative agreements for fire protection in accordance with Wyoming Statute 15-1-121(a)(ii); and

WHEREAS, Teton County and the Town of Jackson (hereinafter referred to as "Parties") have determined that there is a need within Teton County and the Town of Jackson for consolidation of the Fire and the Emergency Medical Services and shall be combined into the Jackson Hole Fire/EMS Department (hereinafter referred to as the Department); and

WHEREAS, in furtherance of meeting this need in accordance with statutory authorization, the Town and County are expending funds and assisting in the support of fire and emergency medical services; and

WHEREAS, the Town and County have operated the Jackson Hole Fire/EMS Department for the past 10 years under the 2004 Town of Jackson and Teton County Joint Power Agreement for Fire and Emergency Medical Services, which expires this year.

NOW THEREFORE, it is hereby resolved by the Town and County in separate meetings duly assembled, and in consideration of the foregoing and of the cooperation to be had between the parties and the performance of the promises contained herein, and the parties hereto agree as follows:

1. **Purpose.** The purpose of this agreement is to jointly provide for Fire Protection and Emergency Medical Services within Teton County and the Town of Jackson, which shall be called the Jackson Hole Fire/EMS Department.
2. **Duration.** This agreement shall commence on the date of approval by the Wyoming Attorney General, following the adoption and approval of this agreement by both parties hereto, and shall terminate ~~ten~~ one (1) year from said date of adoption and approval, unless sooner terminated or extended as hereinafter provided.
3. **Name.** This agreement creates the Jackson Hole Fire/EMS Department, which is a cooperative action between the Town and County. The Department shall be managed by a Fire Chief (hereinafter referred to as "Chief").
4. **Powers Delegated and Roles of the Parties and Chief.** To minimize confusion as to the roles and responsibilities of the Parties hereto, the Chief and staff utilized, the Parties identify such roles and responsibilities as follows:
 - a) The Chief shall have the power to manage the day-to-day affairs of the Department. This shall include overseeing personnel and administering and implementing the rules, regulations, and policies, in the daily management of the Department. The Chief shall hire, terminate, and discipline the Department's employees in accordance with the Teton County Personnel Policies. The Chief shall develop and approve Standard Operating Procedures and Protocols by which the Department operates. The Chief shall be hired, fired, disciplined, and supervised by the County Commissioners' Administrator, in consultation with the Town Manager.
 - b) Teton County and the Town of Jackson shall be involved in any and all decisions, and approval shall be necessary from both parties concerning capital expenditures, and land acquisitions. All proposals to place a proposition for the Specific Purpose Excise Tax (SPET) on the ballot shall originate with the Parties. Through their financing function, the Town and County shall have sole and absolute discretion to appropriate funds for the continued functioning of the Department. Neither the Town nor the County have an obligation to fund the Department.
5. **Ownership of Facilities.** The fire and emergency medical services facilities, including leased property, and all of the facilities currently located upon them, as well as equipment currently utilized by the Department, shall continue to be the sole property of the respective Party that currently has ownership. Each Party shall be deemed to own a one-half (1/2) undivided interest in certain equipment and facilities as noted in a schedule attached hereto as "Schedule of Co-Owned Equipment." Future acquisitions of property must be designated as co-owned or as solely owned by one party at the time

of the acquisition. If property is not designated at time of acquisition, the default shall be co-ownership with each party having a one-half (1/2) undivided interest in the equipment or facility.

6. Financing and Budget.

- a) General Finance. All expenditure and revenue transactions pertaining to the Department shall be recorded in a separate Special Revenue Fund that will be part of the Teton County reporting entity. This special fund shall be called the Fire/EMS Fund (hereinafter referred to as "Fund"). The Town and County shall contribute the percentage equivalent to the most current census data utilized by the State of Wyoming in making sales tax distributions in contributions to the Fund, so long as all expenditures are in compliance with previously approved appropriations.

The annual fiscal year contribution shall be calculated in the prior year during the annual budgeting process. The combined contributions from the Parties will be the difference between the projected ending fund balance (on a modified accrual basis) and the agreed-upon targeted fund balance. The estimated fund balance calculation for the fiscal year of the contribution shall be calculated as follows:

Estimated Beginning Fund Balance

Plus(+): All Estimated Program Sources (revenues)

Minus(-): All Estimated Program Uses (expenditures)

Equals (=): Estimated Fund Ending Balance

Subject to County invoicing, the Town will remit one-twelfth (1/12) of the approved annual contribution on a monthly basis throughout the fiscal year. All expenditures and revenue pertaining to the Fund will be paid/received by Teton County and recorded as a debit/credit to the Fund. The Town will not accept Department revenue or incur Department expenditures other than through Teton County, except grant proceeds and grant-related expenditures where the Town of Jackson is the grantee.

- b) Budgeting Procedures. The Department is required to comply with both Parties' budgetary procedures, which includes format and timing requirements for appropriation requests. All appropriations and budgeted revenue need approval from both Parties before the budget is considered approved. Adjustments to appropriations and budgeted revenue through the fiscal year require the approval of both Parties. The Department will comply with both Parties' supplemental appropriation process. The Department is required to comply with both Parties' Capital Improvement Plan (CIP) procedures, which include formal and timing requirements for project submittal.

- c) Fund Balance (Reserves). The fiscal year ending fund balance, calculated on the modified accrual basis of accounting, of the Fund will be reported by the County to the Town as soon as the Teton County Audited Financial Statements are published.

The desired level of the reserves, or the targeted fund balance, will be proposed by Teton County Budget Officer, and will be reviewed each year during the annual budget process. Ownership of the reserves of the Fund shall be with the Town of Jackson and Teton County each owning the percentage equivalent to the most current census data utilized by the State of Wyoming in making sales tax distribution. Investment of idle funds must be done in compliance with the Teton County investment policy and Wyoming Statutes.

7. Auditor Recommendations. The Parties intend to abide by all recommendations of their auditors. Recommendation of the parties' auditors proposed after the date hereof shall be deemed incorporated herein as they may be made from time to time.
8. Financing of Operations and Capital Expenditures. For purposes of timing, financing operations, capital expenditures and budgeting, the Board shall be controlled by the more restrictive of the statutory fiscal procedures applicable to the Town and County. The funding of the Department shall be a negotiated process pursued in good faith by the sponsoring entities.
9. Methods of Operation. The Parties agree that, in the interest of efficiency and in order to avoid unnecessary redundancies and to take advantage of established fiscal, personnel, insurance and other arrangements, the Department shall operate as if it were a department of the County. This includes, but is not limited to utilizing the following: County personnel policies, County fiscal management and auditing, County retirement and health and medical insurance, and County casualty and personal liability insurance. The final approved budget of the Department shall be within the County's budget and the County shall be responsible for performing all required audits and reporting to appropriate agencies. All employees of the department shall be employees of Teton County, which shall be responsible for direct withholding and payment of all compensation, fringe benefits, employment taxes, workers' compensation, or other recompense, but subject to contribution by the Town of a percentage equivalent to the most current census data utilized by the State of Wyoming in making sales tax distributions of all sums. Property which is solely owned by the Town shall be insured by the Town. Any property in which the County has an ownership interest shall be insured by the County. All contracts entered into by the Department shall be approved by solely the County.
10. Termination or Extension of Agreement. This agreement may be terminated by the resolution of either the Board of County Commissioners of Teton County, Wyoming, or the Town Council of the Town of

Jackson; provided, however, that neither party shall be permitted to terminate this agreement or its obligations hereunder if said termination, or the manner of termination, constitutes a breach of any contract for the lease, use or hiring of any facilities, property or services. Upon such termination, all properties belonging to one of the parties which provided the property as hereinabove designated, shall revert to and be the sole and separate property of that party. All properties jointly provided or funded by the parties hereto shall be by mutual agreement between the parties.

11. Prior Agreements. This agreement shall supersede any and all prior agreements between the parties with respect to the operation and maintenance of the Department and all such related facilities, and any prior agreements are hereby rescinded and rendered null and void. This agreement specifically supersedes the 2004 Town of Jackson and Teton County Joint Power Agreement for Fire and Emergency Medical Services. This agreement contains the entire agreement between the parties concerning the establishment of the Department for the operation of fire and emergency medical services.

12. Collective Bargaining. In the event of collective bargaining, the Town of Jackson shall be provided the option to attend collective bargaining negotiations and discussions between Teton County and a duly organized union. Prior to entering into a written collective bargaining agreement affecting the financing of the Department, Teton County shall obtain approval of the terms of such written collective bargaining agreement from the Town of Jackson as it pertains to issues affecting financial implications for the Town and funding allocations as set forth in Paragraphs 6, 7, 8, and 9.

IN WITNESS WHEREOF, the undersigned have executed this agreement on the day and year indicated, but to be effective as of the day and year above written.

IN WITNESS WHEREOF, the undersigned have executed this agreement on the day and year indicated, but to be effective as of the day and year above written.

TOWN OF JACKSON, WYOMING

By: _____
Hailey Morton Levinson, Mayor

Attest:

By: _____

Riley Taylor , Town Clerk

BOARD OF COUNTY COMMISSIONERS
OF TETON COUNTY, WYOMING

By: _____

Luther Propst, Chair

Attest:

By: _____

Maureen E. Murphy, County Clerk

STATE OF WYOMING
OFFICE OF ATTORNEY GENERAL

I hereby certify that the foregoing agreement establishing Teton County/Jackson
Fire and Emergency Department was received by this office and has been reviewed and is approved as to
form and with respect to compliance with the Constitution and Law of the State of Wyoming.

ATTORNEY GENERAL

Bridget Hill

**THE TOWN OF JACKSON AND TETON COUNTY JOINT POWER
AGREEMENT FOR FIRE AND EMERGENCY MEDICAL SERVICES**

This agreement is made and entered into to be effective as of the ____ day of _____ 2024, by and between the Town of Jackson, Wyoming, a Municipal Corporation of the State of Wyoming, hereinafter referred to as "Town", and Teton County, Wyoming, a duly organized county of the State of Wyoming, hereinafter referred to as "County."

WITNESSETH:

WHEREAS, Wyoming Statutes §16-1-101, et. seq., Intergovernmental Cooperation, allows for two (2) or more agencies to enter into agreements with each other for joint or cooperative action; and

WHEREAS, this Joint Power Agreement is created pursuant to W.S. § 16-1-105 and it is specifically recognized that this agreement does not create a separate legal entity, nor is this agreement created or governed by W.S. § 16-1-106 Joint Powers Boards; and

WHEREAS, Wyoming Statute § 18-3-509(a)(ii) allows for the County to provide fire protection jointly with one (1) or more municipal corporations; and

WHEREAS, Wyoming Statute § 15-1-103(a)(xxiii)(C) provides for the Town to make cooperative agreements for fire protection in accordance with Wyoming Statute 15-1-121(a)(ii); and

WHEREAS, Teton County and the Town of Jackson (hereinafter referred to as "Parties") have determined that there is a need within Teton County and the Town of Jackson for consolidation of the Fire and the Emergency Medical Services and shall be combined into the Jackson Hole Fire/EMS Department (hereinafter referred to as the Department); and

WHEREAS, in furtherance of meeting this need in accordance with statutory authorization, the Town and County are expending funds and assisting in the support of fire and emergency medical services; and

WHEREAS, the Town and County have operated the Jackson Hole Fire/EMS Department for the past 10 years under the 2004 Town of Jackson and Teton County Joint Power Agreement for Fire and Emergency Medical Services, which expires this year.

NOW THEREFORE, it is hereby resolved by the Town and County in separate meetings duly assembled, and in consideration of the foregoing and of the cooperation to be had between the parties and the performance of the promises contained herein, and the parties hereto agree as follows:

1. **Purpose.** The purpose of this agreement is to jointly provide for Fire Protection and Emergency Medical Services within Teton County and the Town of Jackson, which shall be called the Jackson Hole Fire/EMS Department.
2. **Duration.** This agreement shall commence on the date of approval by the Wyoming Attorney General, following the adoption and approval of this agreement by both parties hereto, and shall terminate ~~ten~~ **one** (10) years from said date of adoption and approval, unless sooner terminated or extended as hereinafter provided.
3. **Name.** This agreement creates the Jackson Hole Fire/EMS Department, which is a cooperative action between the Town and County. The Department shall be managed by a ~~Chief of Fire and Emergency Services~~ **Fire Chief** (hereinafter referred to as "Chief").
4. **Powers Delegated and Roles of the Parties and the Chief.** To minimize confusion as to the roles and responsibilities of the Parties hereto, the Chief and staff utilized, the Parties identify such roles and responsibilities as follows:
 - a) The Chief shall have the power to manage the day-to-day affairs of the Department. This shall include overseeing personnel and administering and implementing the rules, regulations, and policies, in the daily management of the Department. The Chief shall hire, terminate, and discipline the Department's ~~paid~~ employees in accordance with the Teton County Personnel Policies. The Chief shall **develop and approve Standard Operating Procedures and Protocols by which the Department operates. The Chief shall be hired, fired, disciplined, and supervised by the County Commissioners' Administrator, in consultation with the Town Manager.** ~~approve or disapprove of nominations submitted by the Volunteer Firefighters and Emergency Medical Services Association for Operational Officers. The Chief shall report to the Teton County Commissioner's Administrator for day to day management. The Chief shall develop and approve Standard Operating Procedures and Protocols by which the Department operates.~~
 - b) Teton County and the Town of Jackson shall be involved in any and all decisions, and approval shall be necessary from both parties concerning capital expenditures, and land acquisitions. All proposals to place a proposition for the Specific Purpose Excise Tax (SPET) on the ballot shall originate with the Parties. **Through their financing function, the Town and County shall have sole and absolute discretion to appropriate funds for the continued functioning of the Department.** ~~In addition, the power to hire and fire the Chief of the Department shall lie in the sole discretion of the Parties. Through their financing function, the Town and County shall have sole and absolute discretion to appropriate funds for the continued functioning of the Department. Neither the Town~~

~~nor the County have an obligation to fund the Department. The Teton County Board of County Commissioners shall appoint a member of the Teton County Board of County Commissioners to serve as a liaison from Teton County and the Town of Jackson to the Department. The liaison shall be known as the Fire Commissioner and shall have no independent decision making powers separate from the governing bodies of Teton County and the Town of Jackson and shall serve as a liaison to facilitate communication.~~

5. **Ownership of Facilities.** The fire and emergency medical services facilities, including leased property, and all of the facilities currently located upon them, as well as equipment currently utilized by the Department, shall continue to be the sole property of the respective Party that currently has ownership. Each Party shall be deemed to own a one-half (1/2) undivided interest in certain equipment and facilities as noted in a schedule attached hereto as "Schedule of Co-Owned Equipment." Future acquisitions of property must be designated as co-owned or as solely owned by one party at the time of the acquisition. If property is not designated at time of acquisition, the default shall be co-ownership with each party having a one-half (1/2) undivided interest in the equipment or facility.
6. **Member Volunteer Association.** ~~A member association shall be incorporated in the State of Wyoming as a non profit corporation. The member association, currently formed and known as Teton Emergency Responders Association, shall automatically include in its membership all volunteer personnel of the Department. Neither the Chief, nor any paid personnel of the Department, shall hold membership in this association. The Teton Emergency Responders Association is authorized to utilize the Department's facilities and equipment for the purpose of fund raising for the benefit of the Department. The Town and County, pursuant to Wyoming Statute § 35-9-601(h), specifically recognize the Department as a volunteer fire department.~~
7. **Special Fire Fund.**
 - a) ~~Wyoming Statute §18-3-509(b)(i) stipulates authority for the fire protection levy and administration of the Special Fire Fund. Statutory provisions allow the Board of County Commissioners discretion within its annual budget for the purchase of fire equipment or for the maintenance and support of fire protection to annually levy a tax of not more than one (1) mill on the taxable valuation of the property in the county except property within any incorporated city or town or rural fire district; proceeds from the levy shall be kept in a special fund by the county treasurer and used solely for the purpose of fire protection. Expenditures of the Special Fire Fund are the sole responsibility of the Teton County Board of County Commissioners, and the special fire fund cannot be administered jointly or the power to administer be delegated.~~

- ~~b) All expenditure and revenue transactions pertaining to fire protection and/or toward the purposes stated in paragraph (a) above, shall and will continue to be recorded in the separate Special Revenue Fund as part of Teton County reporting entity. This special revenue fund is referred to as the Special Fire Fund.~~
- ~~c) The Town of Jackson and Teton County will each contribute the percentage equivalent to the most current census data utilized by the State of Wyoming in making sales tax distributions for the costs of operating all the fire protections services; excluding any costs associated with fire protection for the area known as Station 5, Alta.~~
- ~~d) On a monthly basis and subject to Teton County invoicing, the Town of Jackson will remit the percentage equivalent to the most current census data utilized by the State of Wyoming in making sales tax distributions of the actual monthly operational costs incurred by Teton County for such fire protection services.~~
- ~~e) On a monthly basis and subject to Teton County invoicing, the Town of Jackson will remit the percentage equivalent to the most current census data utilized by the State of Wyoming in making sales tax distributions of the actual monthly costs incurred by Teton County for capital expenditure or projects pertaining to fire protection. Each such expenditure will be itemized separately on the invoice.~~

6. Financing and Budget.

- a) General Finance. All expenditure and revenue transactions pertaining to the Department shall be recorded in a separate Special Revenue Fund that will be part of the Teton County reporting entity. This special fund shall be called the Fire/EMS Fund (hereinafter referred to as "Fund"). The Town and County shall contribute the percentage equivalent to the most current census data utilized by the State of Wyoming in making sales tax distributions in contributions to the Fund, so long as all expenditures are in compliance with previously approved appropriations.
- The annual fiscal year contribution shall be calculated in the prior year during the annual budgeting process. The combined contributions from the Parties will be the difference between the projected ending fund balance (on a modified accrual basis) and the agreed-upon targeted fund balance. The estimated fund balance calculation for the fiscal year of the contribution shall be calculated as follows:

Estimated Beginning Fund Balance

Plus(+): All Estimated Program Sources (revenues)

Minus(-): All Estimated Program Uses (expenditures)

Equals (=): Estimated Fund Ending Balance

Subject to County invoicing, the Town will remit one-twelfth (1/12) of the approved annual contribution on a monthly basis throughout the fiscal year. All expenditures and revenue pertaining to the Fund will be paid/received by Teton County and recorded as a debit/credit to the Fund. The Town will not accept Department revenue or incur Department expenditures other than through Teton County, except grant proceeds and grant-related expenditures where the Town of Jackson is the grantee.

- b) Budgeting Procedures. The Department is required to comply with both Parties' budgetary procedures, which includes format and timing requirements for appropriation requests. All appropriations and budgeted revenue need approval from both Parties before the budget is considered approved. Adjustments to appropriations and budgeted revenue through the fiscal year require the approval of both Parties. The Department will comply with both Parties' supplemental appropriation process. The Department is required to comply with both Parties' Capital Improvement Plan (CIP) procedures, which include formal and timing requirements for project submittal.
- c) Fund Balance (Reserves). The fiscal year ending fund balance, calculated on the modified accrual basis of accounting, of the Fund will be reported by the County to the Town as soon as the Teton County Audited Financial Statements are published.

The desired level of the reserves, or the targeted fund balance, will be proposed by Teton County Budget Officer, and will be reviewed each year during the annual budget process. Ownership of the reserves of the Fund shall be with the Town of Jackson and Teton County each owning the percentage equivalent to the most current census data utilized by the State of Wyoming in making sales tax distribution. Investment of idle funds must be done in compliance with the Teton County investment policy and Wyoming Statutes.

- 7. Auditor Recommendations. The Parties intend to abide by all recommendations of their auditors. Recommendation of the parties' auditors proposed after the date hereof shall be deemed incorporated herein as they may be made from time to time.
- 8. Financing of Operations and Capital Expenditures. For purposes of timing, financing operations, capital expenditures and budgeting, the Board shall be controlled by the more restrictive of the statutory fiscal procedures applicable to the Town and County. The funding of the Department shall be a negotiated process pursued in good faith by the sponsoring entities.

9. **Methods of Operation.** The Parties agree that, in the interest of efficiency and in order to avoid unnecessary redundancies and to take advantage of established fiscal, personnel, insurance and other arrangements, the Department shall operate as if it were a department of the County. This includes, but is not limited to utilizing the following: County personnel policies, County fiscal management and auditing, County retirement and health and medical insurance, and County casualty and personal liability insurance. The final approved budget of the Department shall be within the County's budget and the County shall be responsible for performing all required audits and reporting to appropriate agencies. All employees of the department shall be employees of Teton County, which shall be responsible for direct withholding and payment of all compensation, fringe benefits, employment taxes, workers' compensation, or other recompense, but subject to contribution by the Town of a percentage equivalent to the most current census data utilized by the State of Wyoming in making sales tax distributions of all sums. Property which is solely owned by the Town shall be insured by the Town. Any property in which the County has an ownership interest shall be insured by the County. All contracts entered into by the Department shall be approved by solely the County.
10. **Termination or Extension of Agreement.** This agreement may be terminated by the resolution of either the Board of County Commissioners of Teton County, Wyoming, or the Town Council of the Town of Jackson; provided, however, that neither party shall be permitted to terminate this agreement or its obligations hereunder if said termination, or the manner of termination, constitutes a breach of any contract for the lease, use or hiring of any facilities, property or services. Upon such termination, all properties belonging to one of the parties which provided the property as hereinabove designated, shall revert to and be the sole and separate property of that party. All properties jointly provided or funded by the parties hereto shall be by mutual agreement between the parties.
11. **Prior Agreements.** This agreement shall supersede any and all prior agreements between the parties with respect to the operation and maintenance of the Department and all such related facilities, and any prior agreements are hereby rescinded and rendered null and void. This agreement specifically supersedes the 2004 Town of Jackson and Teton County Joint Power Agreement for Fire and Emergency Medical Services. This agreement contains the entire agreement between the parties concerning the establishment of the Department for the operation of fire and emergency medical services.
12. **Collective Bargaining.** In the event of collective bargaining, the Town of Jackson shall be provided the option to attend collective bargaining negotiations and discussions between Teton County and a duly organized union. Prior to entering into a written collective bargaining agreement affecting the financing

of the Department, Teton County shall obtain approval of the terms of such written collective bargaining agreement from the Town of Jackson as it pertains to issues affecting financial implications for the Town and funding allocations as set forth in Paragraphs 6, 7, 8, and 97(c-e), 8, 10, and 11.

IN WITNESS WHEREOF, the undersigned have executed this agreement on the day and year indicated, but to be effective as of the day and year above written.

IN WITNESS WHEREOF, the undersigned have executed this agreement on the day and year indicated, but to be effective as of the day and year above written.

TOWN OF JACKSON, WYOMING

By: _____

Hailey Morton Levinson, Mayor

Attest:

By: _____

Riley Taylor , Town Clerk

BOARD OF COUNTY COMMISSIONERS

OF TETON COUNTY, WYOMING

By: _____

Luther Propst, Chair

Attest:

By: _____

Maureen E. Murphy, County Clerk

STATE OF WYOMING
OFFICE OF ATTORNEY GENERAL

I hereby certify that the foregoing agreement establishing Teton County/Jackson Fire and Emergency Department was received by this office and has been reviewed and is approved as to form and with respect to compliance with the Constitution and Law of the State of Wyoming.

ATTORNEY GENERAL

Bridget Hill



JOINT INFORMATION MEETING AGENDA DOCUMENTATION

SUBMITTING DEPARTMENT: Town Administration

PRESENTERS: Tyler Sinclair

MEETING DATE: July 1, 2024

SUBJECT: Town and County Joint Revenue

STATEMENT/PURPOSE

The Board of County Commissioners ("Board") and Jackson Town Council ("Council") will review separate action taken by both Boards regarding 1) a November ballot initiative for 1% Specific Purpose Excise Tax for a new Teton County Justice Center (proposed by County), 2) consideration of a proposed 35% Town and 65% County Joint Department/Division budget split (proposed by Town) and 3) a November ballot initiative for an additional 2% of County wide Lodging Tax (proposed by Town).

BACKGROUND/ALTERNATIVES

Upon the conclusion of the Town and County joint funding taskforce in April, the Boards have been discussing at their Joint Information Meetings and separately, the various joint funding alternatives available. Please see previous staff reports for an overview of all joint funding alternatives. Recently both Boards took separate action regarding their desired approach to funding Joint department/divisions going forward.

Teton County

On June 18, 2024, the Teton County Board of County Commissioners approved a Resolution approving a proposition for an additional 1% Specific Purpose Excise Tax (SPET). The Resolution approves placing a ballot question on the November 5, 2024, General Election ballot to approve \$88 million for the new Teton County Justice Center. Pursuant to Wyoming Statute §39-15-203(a)(iii)(A), before the county can place any proposition to impose a SPET on the ballot, the governing bodies of at least 50% of the incorporated municipalities within the county shall adopt a resolution approving the resolution. The Teton County Board of County Commissioners have respectfully requested that the Jackson Town Council approve the same Resolution authorizing the SPET ballot question be placed on the November 5, 2024, ballot. Notification by the Town to the County Clerk must occur prior to July 17, 2024. Please see attached the formal request by the County to the Town on this matter.

Town of Jackson

On June 17, 2024, the Jackson Town Council continued their discussion on joint funding alternatives and approved the following two (2) motions to:

1. Direct staff to send a letter on behalf of the Town Council stating the Council's desire to have:
 - a. The Town and County change the Joint department/division funding split as follows: the Town pays 35% of Joint department budgets (operations and capital), and the County pays 65% of Joint department budgets (operations and capital), which split shall be included in the joint power agreements and, as appropriate, incorporated and enshrined in other Joint department cooperative arrangements for a minimum period of ten years, to be drafted and approved on or before July 17, 2024 and effective July 1, 2025; and
 - b. The Town and County to place a joint resolution on the November 2024 ballot to collect an additional 1% or ½% SPET for the County Justice Center.
2. Direct staff to send a letter on behalf of the Town Council stating the Council's desire to have the Town and County place a joint resolution on the November 2024 ballot to collect an additional 2% County-wide Lodging Tax.

ANALYSIS/ALTERNATIVES

County discussion regarding the requested \$88m SPET request for a new Justice Center has been to provide funding for this necessary community facility without incurring substantial financing costs.

Town discussion regarding the proposed Justice Center SPET has been supportive of the request, with the Town agreeing with the County on justification for the need and associated timeline for the facility.

In addition, the Town requested that the County consider two additional changes to joint funding as set out in its June 17 motion above. The first, to change the Joint department/division funding split, was first requested by the Town during the Fiscal Year 2024 Budget preparation. At that time, the Town proposed changing the Town/County Joint department funding split to be based upon total revenue collected based upon the most recent audited financials. At the time of the FY2024 request, this would have been 67% County and 33% Town. Revised for the most recent financial year the split based upon this formula would be 68% County and 32% Town. The Town balanced this initial proposal with the more recent proposal by Commissioner Propst to change the joint funding split to 60% County and 40% Town and, ultimately, requests a 65% County and 35% Town funding split. Second, the Town is requesting the County consider placing an additional 2% County-wide Lodging Tax on the November 5, 2024, ballot. Town justification for this request is to provide additional revenue to the Town and County to keep pace with additional needs in Joint departments and other areas of Town and County government. Lodging Tax was identified as the desired option as there would be little to no impact on residents because the additional tax is paid for by visitors to the community staying in lodging to offset their impacts. The Town discussed that, although Lodging Tax revenue generated must be split 60% for promotion, 30% for visitor impacts and 10% unrestricted, it was the best option to meet the needs of the community into the future, with local elected officials working cooperatively with the Travel and Tourism Board to promote sustainable tourism while mitigating visitor impacts.

The proposed combination of a change in Town/County joint funding split along with an additional 2% in Lodging Tax will allow the Town to meet its long-term budget needs.

Key Questions

- **County** – Does Teton County agree to change the Joint department/division funding split as follows: the Town pays 35% of Joint department budgets (operations and capital), and the County pays 65% of Joint department budgets (operations and capital), which split shall be included in the joint power agreements and, as appropriate, incorporated and enshrined in other Joint department cooperative arrangements for a minimum period of ten years, to be drafted and approved on or before July 17, 2024 and effective July 1, 2025.
- **County** – Does Teton County agree to place a proposition to place a joint resolution on the November 2024 ballot to collect an additional 2% County-wide Lodging Tax.
- **Town** – Does the Town agree to place a proposition for an additional 1% SPET as a ballot question on the November 5, 2024, General Election ballot for \$88 million for the new Teton County Justice Center?

COMPREHENSIVE PLAN ALIGNMENT

To successfully implement the Comprehensive Plan, the Town Council and County Commission must set priorities, be strategic, and be disciplined. Chapter 8 - Quality Community Service Provision calls for “timely, efficient and safe delivery of quality services and facilities in a fiscally responsible and coordinated manner.”

STAKEHOLDER ANALYSIS

All residents of Teton County.

FISCAL IMPACT

First, regarding the proposed 1 or ½ % tax increase in the form of a SPET, the County Treasurer reports that each penny generates approximately \$22M. Staff has provided below an estimate of the increased revenue that would be generated by an increase in Sales and Use Tax collections by 0.25 increments for consideration.

<u>Increments of Assessment</u>	<u>Tax Collected</u>
0.25	5,500,000
0.50	11,000,000
0.75	16,500,000
1.00	22,000,000

Second, regarding the change to the Town and County Joint department funding split, for every 1% reduction/increase in the Town/County portion of the Town and County Joint Department split, the Town/County share changes approximately \$190,000 due to recurring operations excluding capital.

Third, 1% of additional Lodging Tax would generate approximately \$950,000 in the 40% not used for promotion by TTB for the Town portion. As a reminder Lodging Tax revenue must be divided 60% going to the TTB for promotion, 30% visitor impact, 10% general based upon the FY2025 Budget. For 2 cents the estimated total additional revenue for the Town would be \$1,900,000.

For the County 1% of additional Lodging Tax would generate approximately \$1,205,000 for the County portion (30% visitor impact+10% general, with 60% going to the TTB for promotion) based upon the FY2025 Budget. For 2 cents the estimated total additional revenue for the County would be \$2,410,000.

STAFF IMPACT

On going.

LEGAL REVIEW

Colasuonno

ATTACHMENTS

Teton County, SPET Transmittal Letter with attachments and Joint SPET Resolution dated June 20, 2024

Town of Jackson letter, Town Direction on Joint Funding Alternatives, and associated Staff report dated June 17, 2024

JIM Staff Report, dated June 3, 2024

JIM Staff Report, Teton County, County General Services, Sarah Mann, dated June 3, 2024

RECOMMENDATION

None

SUGGESTED MOTIONS

County

- I move to change the Town and County Joint department/division funding split as follows: the Town pays 35% of Joint department budgets (operations and capital), and the County pays 65% of Joint department budgets (operations and capital), and direct staff to incorporate this revised split in the joint power agreements and, as appropriate, into other Joint department cooperative arrangements for a minimum period of ten years, to be drafted and approved before July 17, 2024 and effective July 1, 2025; and
- I move to direct staff to draft a Resolution approving the placement of a proposition for an additional 2% County-wide Lodging Tax on the November 5, 2024, ballot for consideration before July 17, 2024.

Town

- I move to place the Resolution approving the placement of a proposition for an additional 1% Specific Purpose Excise Tax as a ballot question on the November 5, 2024, General Election for \$88 million for the new Teton County Justice Center on a Council agenda for consideration before July 17, 2024.
- I move to change the Town and County Joint department/division funding split as follows: the Town pays 35% of Joint department budgets (operations and capital), and the County pays 65% of Joint department budgets (operations and capital), and direct staff to incorporate this revised split in the joint power agreements and, as

appropriate, into other Joint department cooperative arrangements for a minimum period of ten years, to be drafted and approved before July 17, 2024 and effective July 1, 2025; and

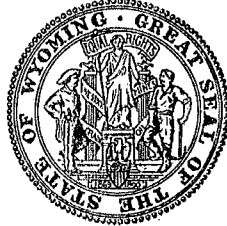
- I move to direct staff to draft a Resolution approving the placement of a proposition for an additional 2% County-wide Lodging Tax on the November 5, 2024, ballot for consideration before July 17, 2024.

OFFICE OF THE TETON COUNTY AND PROSECUTING ATTORNEY

ERIN E. WEISMAN, COUNTY AND PROSECUTING ATTORNEY

Civil Division
Keith M. Gingery, Chief
Abigail S. Moore

Criminal Division
Mackenzie Cole, Chief
Brian E. Hultman
Trevor Willoughby
Andrew Hardenbrook



180 South King Street
P.O. Box 4068
Jackson, Wyoming 83001

Telephone: 307-733-4012
Fax: 307-733-2867

June 20, 2024

Riley Taylor
Town Clerk
Jackson, Wyoming

Hand Delivered

Re: Transmittal of Special Excise Tax Resolution Regarding Justice Center

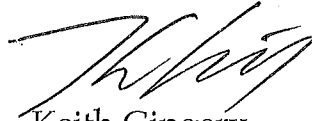
Dear Clerk Taylor,

The Teton County Board of County Commissioners met on Tuesday, June 18, 2024, in a regular county commissioner meeting and approved the Resolution approving a proposition for an additional 1% Specific Purpose Excise Tax (SPET). The resolution approves placing a ballot question on the November 5, 2024, General Election ballot to approve \$88 million for the new Teton County Justice Center.

Pursuant to Wyoming Statute §39-15-203(a)(iii)(A), before the county can place any proposition to impose a Special Excise Tax (SPET) on the ballot, the governing bodies of at least 50% of the incorporated municipalities within the county shall adopt a resolution approving the resolution.

The Teton County Board of County Commissioners is respectfully requesting that the Jackson Town Council approve the attached resolution, sign, and return the resolution to me, and I will then submit it to the County Clerk. The notification to the County Clerk must occur prior to July 17, 2024 in order to be placed on the November 5, 2024 ballot.

Sincerely,

A handwritten signature in black ink, appearing to read 'Keith Gingery', written in a cursive style.

Keith Gingery
Chief Deputy CA



Board of County Commissioners - Staff Report

Date: June 18, 2024
Meeting Dept: Attorney

Presenter: Keith Gingery
Subject: Resolution to Impose SPET tax

Statement / Purpose: Approval of Resolution to Impose either a 0.5% or 1% Additional SPET Sales/Use Tax for the Teton County Justice Center

Background / Description (Pros & Cons):

IMPORTANT DATE

JULY 17 TO GET ON NOVEMBER GENERAL ELECTION BALLOT

The funds from this initiative would be used to fund a new Justice Center Facility located on the same property as the existing Courthouse. The facility would house the occupants of the existing Teton County Courthouse and Detention Facility this includes the District Court, Circuit Court, Teton County and Prosecuting Attorney's Offices, Clerk of the District Court, and the Teton County Sheriff's Offices. The current Detention Facility houses the detention staff as well as the Teton County Dispatch Center.

The current courthouse building was constructed in 1964 and the detention facility was constructed in 1984. In 2018, the County started researching the potential remodel of the Courthouse. After much research, the Teton County Courthouse (TCCH) was found to be an aging, structurally deficient essential government facility. The Courthouse has severe deficiencies in energy efficiency, security, and ADA accessibility but most importantly, the building was not built as specified on the plans. After a Tier 2 structural analysis, it was found that the main concrete columns lack CMU infill and rebar. The initial recommendation to remodel the existing courthouse with an addition is likely not possible. The building is so structurally deficient that code upgrades would be triggered by the remodel and the targeted "Life Safety" level would be very invasive and cost prohibitive. In summary, Teton County initially pursued the remodeling of the facilities, and after examination of the structural elements found them to be deficient to a degree that will require a full demolition and rebuild.

The Detention Facility also has aged infrastructure in need of replacement (plumbing, electrical, HVAC). The facility is not built to current detention standards and lacks the ability to be remodeled without significant, invasive construction measures. Although a Tier 2 analysis has not been completed on this building, it is anticipated that the building is the same construction type as the courthouse and would trigger the same code requirements during a remodel.

Coupling the Courthouse and Detention Facility into one facility would ensure the welfare of the staff as well as the community who use these buildings daily. The benefits of rebuilding both buildings at the same time include:

- New Category IV building for both Sheriff's Office and Dispatch- essential community functions (Critical facilities such as first responders and 911 communications and equipment should be located in a secure Category IV facility).
- New parking area where the current detention facility resides (both current buildings would be demolished)
- Economies of Scale for construction of one building and not investing millions into non-code compliant buildings
- Staff for the Sheriff's office would all be housed in one building eliminating the need to take detainees outside for court appearances. Covered parking for booking and Sheriff's office staff in one location.



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- The risk of loss of life, injury, and entrapment of County staff and citizens conducting business in the facilities will be significantly reduced. This includes individuals who are court-ordered into the building for trials.
- The new detention facility would be built with no relocation of the current inmates. They could be transferred over to the new building immediately upon completion without disruption of operations.
- Citizens requiring the use of ADA adaptations will find a fully ADA compliant facility at their service.

Special Excise Tax (SPET)

2 penny maximum

The statute is silent as to increments but has been interpreted as requiring full 1-penny increments

It must be used for a specific purpose with a specified amount.

County imposed with 50% of municipalities agreeing to place on the ballot

Teton County currently imposes 1 penny for SPET

SPET statutory language

An excise tax not to exceed two percent (2%) upon retail sales of tangible personal property, admissions, and services made within the county. The total excise tax imposed within any county under this property shall not exceed two percent (2%). The revenue collected from the tax shall be used in a specified amount for specific purposes authorized by qualified electors and as provided in W.S. §39-15-211(b)(iv) [Excess funds collected]. Specific purposes shall not include ordinary operations of local government except those operations related to a specific project or as authorized by W.S. 39-15-203(a)(iii)(H) [Reserve Account for Maintenance and Sinking Fund]. W.S. 39-15-204(a)(iii)

SPET Tax Imposition Procedure

- 1) County and 50% of incorporated municipalities within the county adopt a resolution approving the propositions, setting forth a procedure for qualification of a ballot question for placement on the ballot, and specifying how excess funds shall be expended. W.S. §39-15-203(a)(iii)(A).
- 2) Placed on the ballot. Each proposition must separately receive a majority of the qualified electors voting on that proposition. (This procedure can be changed by the BCC and Town Council, for example, bundling is another option). W.S. §39-15-203(a)(iii)(A) and (C).
- 3) The amount of revenue to be collected and the purpose of the funds shall be specified in each proposition. W.S. §39-15-203(a)(iii)(B).
- 4) Specific purposes may include one (1) time major maintenance, renovation or reconstruction of a specifically defined section of a public roadway. W.S. §39-15-203(a)(iii)(B).
- 5) Specific purposes shall not include the ordinary operation of local government except those operations related to a specific project. W.S. §39-15-203(a)(iii)(B).



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Increase to SPET

The SPET can be increased from 1 penny to 2 pennies. Specifically, Wyo. Stat. §39-15-203(a)(iii)(C) states as follows:

If a county seeks to increase a tax rate previously approved by the qualified electors of the county that increase shall be separately proposed and voted upon, provided that the total amount of the separate propositions is subject to the limitations specified in W.S. §39-15-204(a)(iii) and (iv).

The statutes referenced are the statutes that limit the aggregate of the economic development tax, the SPET tax, and the General Revenue Tax to 3 pennies. The statute states that a vote for an increase includes "separate propositions." Thus, the tax rate could not be increased without there being new propositions being proposed.

The County Treasurer did verify with the Department of Revenue that the 2022 SPET and the proposed 2024 SPET could be collected simultaneously. Teton County is currently collecting a 1% SPET for items passed by the voters in 2022. There are 15 ballot propositions totaling over \$166 million. Distribution of these funds started in November 2023. Because the two different SPETS can be collected simultaneously, the 2024 SPET could begin collection in the first quarter of 2025. There is also the possibility of borrowing the funds in early 2025 and using the 2024 SPET funds to pay off the borrowed funds.

Timeline

- 1) BCC needs to approve SPET Ballot Proposition.
- 2) Then the SPET Ballot Proposition is presented to the one municipality within Teton County (City of Jackson) to obtain their approval.
- 3) BCC notifies the County Clerk (through the language of the resolution) to place the 2024 SPET on the ballot.
- 4) Election held.

Election Law

The election is governed by W.S. §22-21-101 et seq..

Options for election dates:

First Tuesday in May following the first Monday in May
August Primary Date – August 20
November General Election Date – November 5

The notification date for the May and August elections have already passed, so those are not options in 2024.

The notification date for the November General Election is **July 17**.

**JOINT RESOLUTION APPROVING PROPOSITION FOR
AN ADDITIONAL 1% SPECIFIC PURPOSE EXCISE TAX IN
TETON COUNTY, STATE OF WYOMING, SAID
PROPOSITION TO BE PLACED ON THE SPECIAL
ELECTION BALLOT ON NOVEMBER 5, 2024**

WHEREAS, W.S. §39-15-204(a)(iii) and 39-16-204(a)(ii) authorize a county to impose an excise tax not to exceed two percent (2%) upon retail sales of tangible personal property, admissions and services made within the county, the revenue from which excise tax shall be used in a specified amount for specific purposes authorized by the qualified electors; said specific purposes not to include ordinary operations of local government except those operations related to a specific project; and

WHEREAS, the Board of County Commissioners of Teton County and the Mayor and Town Council of the Town of Jackson, Wyoming (hereinafter sometimes referred to as the "Governing Bodies") have agreed upon a procedure to be utilized in Teton County for the submission of specific purpose excise tax project questions to the voters of the County; and

WHEREAS, Teton County is presently imposing one percent (1%) sales and use tax for specific purpose tax authorized by W.S. §39-15-203(a)(iii), W.S. §39-15-204(a)(iii), W.S. §39-16-203(a)(ii), and W.S. §39-16-204(a)(ii); and

WHEREAS, W.S. §39-15-203(a)(iii)(C) states that if a county seeks to increase a tax rate previously approved by the qualified electors of the county that increase shall be separately proposed and voted upon, provided that the total amount of the separate propositions is subject to the limitations specified in W.S. §39-15-204(a)(iii) and (iv); and

WHEREAS, the Town of Jackson is a statutorily designated first-class city but commonly refers to itself as the Town of Jackson. The use of the word "town" in this document does not denote an official statutory designation as a "town." The use of the word "town" means "city" for purposes of legal statutory designation; and

WHEREAS, the Governing Bodies have further determined that it is necessary to submit to the qualified electors of the County the proposition for the additional one percent (1%) tax (hereinafter sometimes referred to as the "Tax Proposition"); and

WHEREAS, the Governing Bodies hereby notify the Teton County Clerk prior to July 17, 2024, of their intention to place the Tax Proposition for specific purposes on the November 5, 2024, special election ballot; and

WHEREAS, the Governing Bodies have further determined that the Tax Proposition should be made available for the following projects in the specific principal amounts and specific purposes set forth below and the language suggested to the County Clerk is as follows:

Shall Teton County, State of Wyoming, be authorized to adopt an additional one percent (1%) specific purpose excise tax (the "Tax") within

Teton County for the purpose of raising and collecting the amounts set forth below, the proceeds from which, and the interest earned thereon, to be used and applied for a specific project, and to the extent necessary and allowed by law, the pledge to or payment of debt service and/or lease payments thereon:

Teton County Justice Center

\$88,000,000.00 for the purpose of planning, designing, engineering, demolition of the old Jail, demolition of the current courthouse, and construction the new Teton County Justice Center including but not limited to the Teton County Detention Facility, District Courtroom and accompanying office space, Clerk of District Court office space, Circuit Courtroom and accompanying office space, Clerk of Circuit Court office space, County and Prosecuting Attorney's Office space, Teton County Sheriff's Office, and other office space. Any unexpended funds, including any unused contingency funds, shall be placed into a designated account, the principal and interest of which shall be used for operations and maintenance of the Teton County Justice Center.

This project is sponsored by Teton County.

FOR the Proposition _____

AGAINST the Proposition _____

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF TETON COUNTY, WYOMING AND THE TOWN COUNCIL OF THE TOWN OF JACKSON, STATE OF WYOMING, THAT:

1. Having determined that the Tax Proposition should be made available for the project listed above in the specified principal amount and for the specified purpose therein set forth, the parties hereto endorse, adopt and approve the procedures set forth in W.S. §39-15-203(a)(iii), W.S. §39-15-204(a)(iii), W.S. §39-16-203(a)(ii) and W.S. §39-16-204(a)(ii).

2. No proposition shall be placed on a ballot at any election for approval by the voters of the County pursuant to W.S. §39-15-203(a)(iii) and W.S. §39-15-204(a)(ii), except under the following conditions:

(a) A majority of the members of the Board of County Commissioners and a majority of the members of the Town Council must approve the ballot question to be submitted for approval prior to it being placed upon the ballot.

(b) No tax shall be imposed pursuant to W.S. §39-15-203(a)(iii), W.S. §39-15-204(a)(iii), W.S. §39-16-203(a)(ii) and W.S. §39-16-204(a)(ii) until the proposition to impose the tax for a specific purpose in a specific amount is approved by the vote of the majority of the qualified electors voting on the proposition. The Board of County Commissioners and Town Council agree that the proposition shall be submitted to the voters as an independent ballot question.

(c) The revenue from the tax shall be used in a specified amount for a specific purpose authorized by the qualified electors. The specific purpose shall not include ordinary operations of local government except those operations related to the specific project.

(d) The amount of revenue to be collected and the purpose for which it is proposed shall be specified in the proposition.

(e) The election shall be held in accordance with W.S. §22-21-101 through 22-21-112.

(f) In the event a ballot question authorizing the additional 1% tax is approved by the voters, all revenue collected by the Department of Revenue from the taxes shall be transferred to the State Treasurer who shall deduct one percent (1%) to defray the costs of collection of the tax and administrative expenses incident thereto, and deposit the remainder into the trust and agency fund for monthly distribution to the Teton County Treasurer.

(g) Any interest earned from the investment of the revenues may only be used for costs related to the purpose approved on the ballot, including operation and maintenance costs, and shall be distributed to the sponsoring entity.

(h) The sponsoring entity receiving revenues from the specific purpose excise tax shall:

i) Maintain its accounting in records in accordance with generally accepted accounting principles as promulgated by the American Institute of Certified Public Accountants.

- ii) Establish separate interest-bearing ledger accounts into which the revenues will be deposited;
- iii) Deposit and record all tax receipts within the appropriate ledger account;
- iv) Retain and record interest earned on each account; and
- v) At the end of each fiscal year, prepare and forward to the governing bodies a report on each account showing a reconciliation of all tax receipts and the amount of interest earned thereon, and a reconciliation showing all expenditures from the account or fund, grouped by major categories or classifications.

3. In the event the taxes collected for the project exceeds the amount necessary for the approved purpose, the excess funds shall be retained by the Teton County Treasurer for one (1) year for a refund of overpayments of the Tax Revenue. After one (1) year, any interest earned on the excess funds and the excess funds less any refunds ordered shall be applied to future specific purpose excise tax projects that are approved by the voters in subsequent elections in the respective ratio which the principal amount of each future project approved bears to the total principal amount of all future projects approved. In the event that there are not future specific purpose excise tax projects that are approved by the voters in subsequent elections, to which any interest earned on the excess funds and the excess funds less any refunds ordered can be applied, then any interest earned on the excess funds and the excess funds less any refunds ordered shall be distributed to each sponsoring entity based upon the respective ratio which the principal amount of each project approved bears to the total principal amount of all projects approved. Such excess funds shall be expended for the needs of the projects for which the tax was approved by the voters, including but not limited to the payment of additional unanticipated construction costs, related financing costs or for operating, equipping and maintaining the specified projects.

4. At the special election to be held in Teton County, State of Wyoming on **November 5, 2024**, between the hours of 7:00 am and 7:00 pm, there will be submitted to the qualified electors of the County those matters more particularly set forth on the official ballot and the Proclamation and Notice of Election.

5. The election shall be held at those vote centers as more particularly set forth in the Proclamation and Notice of Election.

6. Any qualified elector in the County shall be entitled to vote in person at any vote center regardless of the precinct that he or she resides, or by absentee ballot. A qualified elector includes every citizen of the United States who is a bona fide resident of the State of Wyoming and Teton County, who has registered to vote and who will be at least eighteen (18) years of age on the day of the election.

7. There shall be provided at each vote center, one (1) ballot box and one (1) set of ballots for each district and precinct in the County. The official ballot shall set forth each proposition to be approved by the vote of the majority of the qualified electors.

8. The results disclosed by the canvass of voters shall be certified by the Canvassing Board of Teton County. Only if the majority of votes cast for the Tax Proposition at the election is in favor of the imposition of the additional 1% Tax shall

the Board of County Commissioners, in the manner provided by law, then proceed to declare the results of the election and complete all steps necessary for the imposition of the Tax.

9. Should any part of or provision of this Resolution be judicially determined to be invalid or unenforceable, such determination shall not affect the remaining parts and provisions hereof, the intention being that each part or provision of this Resolution is severable.

PASSED, APPROVED AND ADOPTED THIS 18th day of June, 2024.

BOARD OF COUNTY COMMISSIONERS
OF TETON COUNTY, WYOMING

Luther Propst
Luther Propst, Chairman

Attest:

Maureen E. Murphy
Maureen E. Murphy, Teton County Clerk



PASSED, APPROVED AND ADOPTED this _____ day of _____, 2024.

TOWN OF JACKSON, WYOMING

Mayor Hailey Morton Levinson

Attest:

, Clerk



Office of the Town Manager

Teton County Board of County Commissioners
200 S Willow Street
Jackson, WY 83001
Delivered via Email

Dear Commissioners,

At the Town Council meeting on June 17, 2024, the Council continued its discussion on joint funding alternatives that we have been working on cooperatively with you over the past few months. After discussion at the meeting, the Council approved two (2) motions to:

1. Direct staff to send a letter on behalf of the Town Council stating the Council's desire to have:
 - a. The Town and County change the joint department/division funding split as follows: the Town pays 35% of joint department budgets (operations and capital), and the County pays 65% of joint department budgets (operations and capital), which split shall be included in the joint power agreements and, as appropriate, incorporated and enshrined in other joint department cooperative arrangements for a minimum period of ten years, to be drafted and approved on or before July 17, 2024 and effective July 1, 2025; and
 - b. The Town and County to place a joint resolution on the November 2024 ballot to collect an additional 1% or ½% SPET for the County Justice Center.
2. Direct staff to send a letter on behalf of the Town Council stating the Council's desire to have the Town and County to place a joint resolution on the November 2024 ballot to collect an additional 2% County-wide Lodging Tax.

The Town looks forward to discussing this matter further with you at the July 1, 2024, Joint Information Meeting. If you have any questions or would like to discuss in the meantime, please let me know.

Sincerely,

Tyler Sinclair

Tyler Sinclair
Town Manager



STAFF REPORT



Meeting Date:	June 17, 2024	Meeting Title:	Town Council Regular Workshop
Submitting Department:	Administration	Presenter:	Tyler Sinclair
Agenda Item:	Revenue Options & Joint Department Funding Split	Public Comment:	Yes

Purpose & Policy Considerations.

The purpose of this item is for Town Council to review information regarding joint revenue options including sales tax, specific purpose excise tax, and economic development tax, and the joint department funding split.

Requested Action.

Staff requests that the Mayor & Council review the identified alternatives and if a preferred option(s) is identified direct staff take the necessary steps to implement the alternative(s).

Recommendations.

None

Background.

At the April 22, 2024, Joint Information Meeting, staff presented, and the Boards discussed the outcomes of the Joint Funding Taskforce (Taskforce) that was formed by the Town and County for the purpose of studying how Town and County Joint Departments are currently funded and how they might be funded in the future. One item identified by the Taskforce and discussed on April 22, 2024, was Additional Revenue Review. The motion at the meeting approved by both the County and Town stated,

“To direct staff to bring back draft ballot language for one cent general revenue, half a cent SPET, half a cent general revenue and half a cent economic development.”

At the June 3, 2024, JIM the Boards met to review joint alternative review options. Specifically, Teton County presented information on the need for and funding alternatives for a Justice Center (presentation and staff report attached). Teton County expressed their desire to place on the General Election ballot 1 or a ½ cent of Specific Purpose Exercise Tax (SPET) to fund the proposed Justic Center. Teton County Commissioner Propst also proposed changing the Joint Funding split from 54/46 to 60/40, please see the Commissioner’s detailed proposal attached. Town Council made a motion to direct staff to bring back this item and other options for further discussion at the June 17, 2024 meeting.

Analysis.

Staff have outlined the primary revenue sources for consideration by the Town as listed below. All this information was previously provided apart from additional information regarding the amount of revenue that could be generated by the various options.

In addition, staff have provided new information below regarding Joint Department funding splits along with key questions for Council consideration.

Sales and Use Tax - General

For sales and use tax, the state imposes 4 pennies which the state retains 69% of the revenues generated by those 4 pennies, and the remaining 31% of revenue is split between the county and town based on population.

It is important to remember that we use the term "sales tax," but we are actually discussing both the "sales tax" and the "use tax." Use tax is when the item may have been purchased out of state, but its use is in the State of Wyoming. Staff notes to be aware that for every sales tax statute, there is an identical corresponding use tax statute. Use tax also includes sales from remote sellers that sold more than \$100,000 of gross sales in Wyoming or had more than 200 separate transactions in Wyoming. W.S. §39-15-501.

Pursuant to Wyoming Statutes Title 39, Chapter 15, Article 2 Local Sales Tax, the Wyoming Legislature has provided that local governments may impose certain local sales taxes as explained below:

General Revenue

- 2 pennies maximum
- May be imposed in .5% increments
- County imposed tax with 2/3 of municipalities agreeing to place on the ballot with Subsection (F) provisions allowing continuation without a new election
- Teton County currently imposes 1 penny for General Revenue
- Split with Town based on population

Special Excise Tax (SPET)

- 2 pennies maximum
- The statute is silent as to increments but has been interpreted as requiring full 1-penny increments
- It must be used for a specific purpose with a specified amount.
- The county imposed with 50% of municipalities agreeing to place on the ballot
- Teton County currently imposes 1 penny for SPET

Separate City/Town General Or SPET

- 1 penny maximum
- .25 increments
- This only applies within the Town. Option for either General or for SPET, but not both.
- This is an addition to any county taxes, not in lieu of.

Economic Development Sales Tax

- 1 penny maximum
- Imposed in .25% increments
- Must be used for economic development
- Imposed by Goshen County and Fremont County, but unaware of its use anywhere else in Wyoming

An important note is that when you add up the taxes for General Revenue, SPET, and Economic Development, the county cannot exceed 3 pennies. Thus, if you raise SPET to 2 pennies, then General Revenue must remain at 1 penny or vice versa, if the county raises General Revenue to 2 pennies, then SPET must remain at 1 penny.

The County Treasurer reports that each penny of Sales and Use Tax generates approximately \$22.0m. The Department of Revenue does not track collections by jurisdiction. Staff has provided below an estimate of the increased revenue that would be generated by an increase in Sales and Use Tax collections by 0.25 increments for consideration.

<u>Increments of Assessment</u>	<u>Tax Collected</u>
0.25	5,500,000
0.50	11,000,000
0.75	16,500,000
1.00	22,000,000

In addition, Council requested information regarding the impact on households making less than 120% of annual median Income (AMI) from an increase in Sales and Use Tax. According to the State Department of Economic Analysis Division, households typically spend 30% of their income on taxable goods which excludes groceries, health care, etc. Based upon this for a 3-person household earning \$143,748 annually, a 1 cent increase in Sales and Use Tax would be approximately \$430 annually.

Lodging Tax

Ability to Impose:

- 5 cents split between state and local government.
 - 3 pennies to the State (80% to State Office of Tourism and 20% to Reserve)
 - 2 pennies to Travel & Tourism Board/County/Town. 60% to TTB. 40% split County/Town based on point of sale.
- 2 cents locally in 1 cent increments.
 - 2 additional pennies could be added via community vote
 - Can be joint Town/County ballot or separate based on jurisdiction

1 cent of additional Lodging Tax would generate approximately \$950,000 for the Town portion (30% visitor impact+10% general, with 60% going to the TTB for promotion) based upon the FY2025 Budget.

Property Tax and Mill Levy

When thinking about property taxes in Teton County and the Town it is important to note that there are many entities involved in determining the total amount of property tax that an owner is required to pay. Staff have attached an overview of all allowable mill levies authorized by state statute along with the 2023 Teton County Mill Levies for 2023, for context and background. Below staff have summarized the specific Town and County options authorized by the state for consideration.

Property Tax - Town

Ability to Impose: Up to 8 mills in 0.5 increments. Town currently assesses 0.5 mills; Town Assessed Value \$896,178,816; 8 Mills - \$7,169,431, or 1 mill generates approximately \$896,178.

Property Tax - County

Ability to Impose: 12 mills allowed; County total currently at 7.379 mills

In addition, the Boards identified the following questions at the April 22, 2024, meeting that have been addressed by staff below:

1. How does the economic development tax work?

- Can it be 2 and/or 4 years?
 - i. Can be either and has to be renewed every 2 or 4 years, respectively, until defeated. Wyo. Stat. § 39-15-203(a)(v)(C).

- What happens upon expiration?
 - i. The statutory language is that it shall be submitted “until the proposition is defeated.” Wyo. Stat. § 39-15-203(a)(v)(C). (There are subsequent caveats about length of time until can be repropose, when collection stops, and contingencies if the proposition was for increasing an existing tax.)
- Can it be made permanent?
 - i. No. Wyo. Stat. § 39-15-203(a)(v)(C).
- Can this be Town-only?
 - i. No. Wyo. Stat. § 39-15-204(a).
- What can the revenue be used for?
 - i. Per discussion with the Department of Revenue Director, this is not in statute, the Department of Revenue has not implemented rules, and it is used infrequently. In short, the statute has broad language, allowing funding to be used for economic development.
 - ii. This concept came from Ed Buchanan (former Speaker of the House, former Sec. of State, and current District Court Judge). The Wyoming Constitution was amended in 2004 to allow for this tax. The statute that implements the tax was passed in 2005. It is intended for economic and industrial development projects or programs. Guidance as to what the funds can be used for can be found in W.S. §9-7-103 under the definition of “Economic Development Project.” It includes manufacturing plants, warehouses, nursing/assisted living homes, airports, parking facilities, industrial parks, sewage facilities, utilities, mineral recovery, or anything allowed under the municipal statute in W.S. §15-1-701 under the definition of “Project.”
 - iii. In addition, Fremont County, ballot language stated as follows:
“Shall the Board of County Commissioners of the County of Fremont, State of Wyoming, be authorized to impose an excise tax for economic development of one-half percent (½ %) upon retail sales of tangible personal property, admissions and services made within the county as defined by Wyoming state statutes, the purpose of which is for economic development. Economic Development shall be defined as any project that retains or increased (sic) employment, and/or results in a net gain of money into the community. Thirty percent (30%) of the net proceeds of the tax shall be used to support transportation infrastructure such as commercial air service and ground transportation: (sic) the remaining seventy percent (70%) will be allocated to the County and 6 Municipalities based on population to manage and invest in economic development projects of their choosing. Economic Development projects on the Wind River Indian Reservation are eligible for county allocation. If passed, the tax shall become effective March 1st, 2021 (which is per state statute April 1st, 2021), (sic) and as provided by W.S. 39-15-203(a)(v)(C) the same proposition shall be submitted at the general election in 2024.”

2. What percent of sales tax is paid by visitors? Where did the 60% come from and is it accurate?

- Staff finds that there is no definitive source or audited reports to confirm the answer to this question. Per Wyoming Office of Tourism report prepared by Dean Runyan Associates, approximately 52% of Teton County local sales tax in calendar 2023 is from visitor spending. In addition, the State Economic Analysis Division estimates that 55% of sales tax in Teton County is paid for by visitors.

3. Can additional lodging tax be charged county-wide and/or town only? How do the 2 additional pennies work, can the Town have 2 and the County have 2 in addition, or can the Town and County not exceed a total of 7?

- Town and County can share in lodging tax assessment or act independently.
- Total local option for lodging tax cannot exceed 2 pennies. Combined with State 5-penny assessment, the max allowed by statute is 7 pennies.

4. **Do we know what impact new State bills related to property taxes will have locally? i.e. will there be a loss in revenue, increase, other?**
 - FY25 does not show a loss in revenue for the County or Town. FY25 assessed values have the 4% cap excluded and total assessed value went up to \$4.1B. FY26 could be a different story with the cap also being for land and the new 65 years old/25-year long-term homeowner bill being implemented.
5. **What is the intent of raising taxes? Is it for a specific project or for general use?**
 - Council and Commissioners set policy on use and intent. For the Town the goal is to address an approximately \$4.0m budget deficit beginning in Fiscal Year 2026 to maintain exiting service levels, programs, and staff.
6. **Can an additional penny of SPET be collected concurrently with the existing penny of SPET? What happens to SPET once the amount authorized is collected?**
 - Yes, multiple SPET pennies can be collected concurrently. In the current case, the 2022 SPET and a new SPET can be collected and paid out concurrently.
 - Department of Revenue (DOR) adjust tax rates on a quarterly basis to allow for vendor notification. Should a SPET tax expire, the tax collected is allocated to each project based on ballot dollar value and the tax rate is lowered in the subsequent quarter. This occurred in the first quarter of 2017, when the 2016 SPET expired with no subsequent ballot, lowering sales tax collections in Teton County from 6 pennies to 5 pennies effective April 2017.
 - DOR recommends addressing SPET fulfillment one-year in advance, either to have another election or let tax expire. Once the 2022 and/or new SPET are fulfilled, the local sales tax reverts to 6 or 5 pennies, depending on timing.

Options to place on the ballot:

Upcoming Revenue Generating Election Dates and Ballot Resolution Deadlines		
Election Date	Election Type	110 Day Deadline to Provide Ballot Resolution to County Clerk
Tuesday, August 20, 2024	Primary	Deadline has passed
Tuesday November 5, 2024	General	Wednesday, July 17, 2024

Town and County Joint Department/Division Split

Staff have included below new information regarding the Town and County Joint department funding split. The current joint department funding split is pursuant to the most recent census population, currently 54% County and 46% Town pursuant to the Joint Powers (JPAs) or other agreements. Individual JPAs and/or other agreements describe the specifics of how funding and expenditures are to be allocated. Different from the other Joint Departments, Joint Long-Range Planning and Regional Transportation are currently funded 50/50, by the Town and County and Dispatch is funded 36% Town, 44% Teton County Sheriff and 20% Fire/EMS.

Commissioner Propst has proposed changing the Joint Department funding split to 60% County and 40% Town in exchange for placing a SPET ballot question for the Justice Center. For additional details on the proposal please see attached. In addition, the Town proposed to the County in FY2024 a new basis for the Town and County funding split based upon total revenue collected by the Town and County, which is currently 68% County and 32% Town based upon the FY2023 Town and County Audit. For every 1% reduction in the Town portion of the Town and County Joint Department split the Town saves approximately \$190,000 due to recurring operations excluding capital. Please see attached the Town letter with this proposal from last year for further details. Below staff have provided the Town and County Joint Department amounts based upon changes to the Town and County split pursuant to the FY2025 budget:

OPERATIONS

Provider	Adopted 54/46	Proposed		Proposed - Revenues	
		60/40	Savings	68/32	Savings
Town					
START Bus System	\$ 1,122,082	\$ 975,723	146,359	\$ 775,576	346,506
Victim Services	164,078	142,668	21,410	113,403	50,675
Animal Shelter/Control	148,830	139,155	9,676	110,610	38,220
Total Town	\$ 1,434,990	\$ 1,257,546	\$ 177,444	\$ 999,590	\$ 435,401
County					
Fire/EMS	3,336,868	2,901,625	435,243	2,306,424	1,030,444
Emergency Management	87,594	76,168	11,426	60,544	27,050
Affordable Housing Operations	588,898	512,086	76,812	407,043	181,855
Parks & Recreation	2,919,210	2,538,443	380,767	2,017,741	901,469
Pathways Operations	129,456	112,570	16,886	89,479	39,977
Transportation	305,701	287,751	17,950	235,100	70,601
Planning	103,344	82,675	20,669	61,241	42,103
Total County	\$ 7,471,071	\$ 6,511,318	\$ 959,753	\$ 5,177,572	\$ 2,293,499
TOTAL TOWN SAVINGS - OPERATIONS			\$ 1,137,197		\$ 2,728,900

CAPITAL

Provider	Adopted 54/46	Proposed		Proposed - Revenues	
		60/40	Difference	68/32	Difference
Town					
START Bus System	\$ 367,065	\$ 319,187	47,878	\$ 255,349	111,715
Total Town	\$ 367,065	\$ 319,187	\$ 47,878	\$ 255,349	\$ 111,715
County					
Fire/EMS	659,618	573,581	86,037	458,865	200,753
Parks & Recreation	706,518	614,363	92,155	491,491	215,027
Total County	\$ 1,366,136	\$ 1,187,944	\$ 178,192	\$ 950,355	\$ 415,781
TOTAL TOWN SAVINGS - CAPITAL			\$ 178,192		\$ 415,781

Key Questions for Council Consideration

Key Question #1: Does the Council support placing a 1 cent or 1/2 cent SPET ballot question on the November ballot for the Justice Center?

Key Question #2: Does the Council support placing any of the Joint funding alternatives on the November ballot?

Key Question #3: Does the Council support placing any of the Town only funding alternatives on the November ballot?

Key question #4: Does the Council support a proposal to Teton County to change the Town and County Joint Department funding split from 54/46 to XX/XX? In perpetuity? and not tied to question #1?

Key Question #5: Does the Council support moving Joint Long-Range Planning and Regional Transportation to the same Town and County funding split as the other Joint Departments?

Possible Alternatives.

See Analysis

Comprehensive Plan

To successfully implement the Comprehensive Plan, the Town Council and County Commission must set priorities, be strategic, and be disciplined. Chapter 8 - Quality Community Service Provision calls for “timely, efficient and safe delivery of quality services and facilities in a fiscally responsible and coordinated manner.”

Fiscal Impact.

See Analysis

Staff Impact.

To be determined

Attachments or Links.

Justic Center Presentation, June 3, 2024

Teton County JIM staff report dated June 3, 2024

Town letter to Teton County dated April 21, 2023, regarding proposed new Joint Department Split

Teton County Commissioner Propst SPET proposal - May 2024

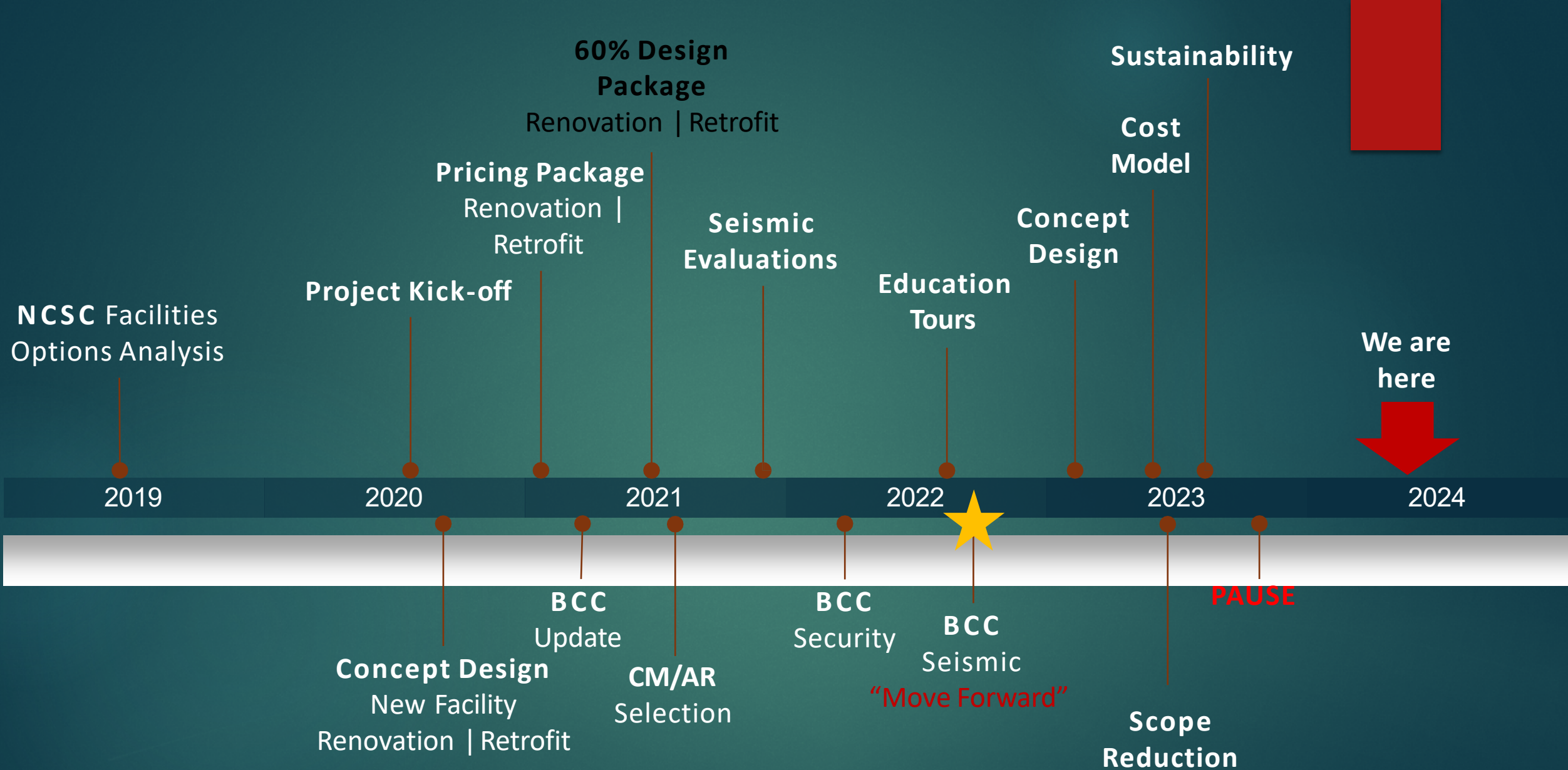
Suggested Motions.

- I move to direct staff to draft a joint resolution approving propositions for a 0.5% specific purpose excise tax in Teton County, State of Wyoming, to be placed on the general election ballot on November 5, 2024.
- I move to direct staff to draft a joint resolution approving propositions for a 1% or 0.5% general revenue local option excise tax in Teton County, State of Wyoming, to be placed on the general election ballot on November 5, 2024.
- I move to direct staff to draft a joint resolution approving propositions for a 0.5% economic development local option excise tax in Teton County, State of Wyoming, to be placed on the general election ballot on November 5, 2024.
- I move to direct staff to propose a new joint department funding split of ____% Town and ____% County to Teton County and place on a JIM for discussion.



Teton County Justice Center

REPLACEMENT OF THE EXISTING COURTHOUSE AND DETENTION FACILITY



Project Timeline

Financial Analysis

- ▶ Remodel of existing buildings will not resolve issues, is cost prohibitive and will result in extreme maintenance costs.
- ▶ In Spring of 2023, the County started an application to the State for funding. In Summer, the program was deemed to not fit the large scale project needed.
- ▶ The County set aside \$30,000,000 for the project.
- ▶ In January 2024, The County engaged a Municipal Financial Advisor to advise on options. Options were presented to the BCC in Early 2024.
- ▶ In May 2024, the BCC directed staff to find alternate options to the Lease Revenue Bond method.

OPTIONS AVAILABLE

- Lease Revenue Bond ONLY
- ½ Penny SPET
- ½ Penny SPET and Lease Revenue Bond Combo
- 1 penny SPET

OPTIONS AVAILABLE

Lease Revenue Bonds ONLY-Borrow \$86,500,000

Start 2025

TOTAL COST \$198,000,000

- Repayment over 30 Years
- Cost includes \$30 Initial funding

½ Penny SPET

Start 2032

TOTAL COST \$175,000,000

- SPET accrues \$11m annually
- This would include millions from the County General Fund invested into the two buildings to keep them operational for 7 more years.
- Extended liability exposure
- Cost includes \$30 Initial funding

½ Penny SPET and Lease Revenue Bonds Combo

Start 2026

TOTAL COST \$136,000,000

- SPET pays \$11m annually
- Repayment over 10 Years
- Cost includes \$30 Initial funding

1 penny SPET

Start 2026

TOTAL COST \$123,675,000

- SPET pays \$22m annually
- Cost includes \$30 Initial funding



**BOARD OF COUNTY
COMMISSIONERS**



TOWN COUNCIL

JOINT INFORMATION MEETING AGENDA DOCUMENTATION

SUBMITTING DEPARTMENT: County General Services

MEETING DATE: June 3, 2024

PRESENTER: Sarah Mann

SUBJECT: Approval of Resolution to Impose Additional 1% SPET Sales/Use Tax for
The Teton County Justice Center

STATEMENT/PURPOSE Approval of Resolution to Impose Additional 1% SPET Sales/Use Tax for
the Teton County Justice Center

BACKGROUND/ALTERNATIVES

IMPORTANT DATE

JULY 17 TO GET ON NOVEMBER GENERAL ELECTION BALLOT

The funds from this initiative would be used to fund a new Justice Center Facility located on the same property as the existing Courthouse. The facility would house the occupants of the existing Teton County Courthouse and Detention Facility. This includes the District Court, Circuit Court, Teton County and Prosecuting Attorney's Offices, Clerk of the District Court, and the Teton County Sheriff's Offices. The current Detention Facility houses the detention staff as well as the Teton County Dispatch Center.

The current courthouse building was constructed in 1964 and the detention facility was constructed in 1984. In 2018, the County started researching the potential remodel of the Courthouse. After much research, the Teton County Courthouse (TCCH) was found to be an aging, structurally deficient essential government facility. The Courthouse has severe deficiencies in energy efficiency, security, and ADA accessibility but most importantly, the building was not built as specified on the plans. After a Tier 2 structural analysis, it was found that the main concrete columns lack CMU infill and rebar. The initial recommendation to remodel the existing courthouse with an addition is likely not possible. The building is so

structurally deficient that code upgrades would be triggered by the remodel and the targeted "Life Safety" level would be very invasive and cost prohibitive. In summary, Teton County initially pursued the remodeling of the facilities, and after examination of the structural elements found them to be deficient to a degree that will require a full demolition and rebuild.

The Detention Facility also has aged infrastructure in need of replacement (plumbing, electrical, HVAC). The facility is not built to current detention standards and lacks the ability to be remodeled without significant, invasive construction measures. Although a Tier 2 analysis has not been completed on this building, it is anticipated that the building is the same construction type as the courthouse and would trigger the same code requirements during a remodel.

Coupling the Courthouse and Detention Facility into one facility would ensure the welfare of the staff as well as the community who use these buildings daily. The benefits of rebuilding both buildings at the same time include:

- New Category IV building for both Sheriff's Office and Dispatch- essential community functions (Critical facilities such as first responders and 911 communications and equipment should be located in a secure Category IV facility).
- New parking area where the current detention facility resides (both current buildings would be demolished).
- Economies of Scale for construction of one building and not investing millions into non-code compliant buildings.
- Staff for the Sheriff's office would all be housed in one building eliminating the need to take detainees outside for court appearances. Covered parking for booking and Sheriff's office staff in one location.
- The risk of loss of life, injury, and entrapment of County staff and citizens conducting business in the facilities will be significantly reduced. This includes individuals who are court-ordered into the building for hearings and trials.
- The new detention facility would be built with no relocation of the current inmates. They could be transferred over to the new building immediately upon completion without disruption of operations.
- Citizens requiring the use of ADA adaptations will find a fully ADA compliant facility at their service. This would include plaintiffs, defendants, jurors, attorneys, staff working in the building and any citizens needing ADA adaptations.

Special Excise Tax (SPET)

2 penny maximum

The statute is silent as to increments but has been interpreted as requiring full 1-penny increments.

It must be used for a specific purpose with a specified amount.

County imposed with 50% of municipalities agreeing to place on the ballot.

Teton County currently imposes 1 penny for SPET.

SPET statutory language

An excise tax not to exceed two percent (2%) upon retail sales of tangible personal property, admissions, and services made within the county. The total excise tax imposed within any county under this property shall not exceed two percent (2%). The revenue collected from the tax shall be used in a specified amount for specific purposes authorized by qualified electors and as provided in W.S. §39-15-211(b)(iv) [Excess funds collected]. Specific purposes shall not include ordinary operations of local government except those operations related to a specific project or as authorized by W.S. 39-15-203(a)(iii)(H) [Reserve Account for Maintenance and Sinking Fund]. W.S. 39-15-204(a)(iii)

SPET Tax Imposition Procedure

- 1) County and 50% of incorporated municipalities within the county adopt a resolution approving the propositions, setting forth a procedure for qualification of a ballot question for placement on the ballot, and specifying how excess funds shall be expended. W.S. §39-15-203(a)(iii)(A).
- 2) Placed on the ballot. Each proposition must separately receive a majority of the qualified electors voting on that proposition. (This procedure can be changed by the BCC and Town Council, for example, bundling is another option). W.S. §39-15-203(a)(iii)(A) and (C).
- 3) The amount of revenue to be collected and the purpose of the funds shall be specified in each proposition. W.S. §39-15-203(a)(iii)(B).
- 4) Specific purposes may include one (1) time major maintenance, renovation or reconstruction of a specifically defined section of a public roadway. W.S. §39-15-203(a)(iii)(B).
- 5) Specific purposes shall not include the ordinary operation of local government except those operations related to a specific project. W.S. §39-15-203(a)(iii)(B).

Increase to SPET

The SPET can be increased from 1 penny to 2 pennies. Specifically, Wyo. Stat. §39-15-203(a)(iii)(C) states as follows:

If a county seeks to increase a tax rate previously approved by the qualified electors of the county that increase shall be separately proposed and voted upon, provided that the total amount of the separate propositions is subject to the limitations specified in W.S. §39-15-204(a)(iii) and (iv).

The statutes referenced are the statutes that limit the aggregate of the economic development tax, the SPET tax, and the General Revenue Tax to 3 pennies. The statute states that a vote for an increase includes "separate propositions." Thus, the tax rate could not be increased without there being new propositions being proposed.

The County Treasurer did verify with the Department of Revenue that the 2022 SPET and the proposed 2024 SPET could be collected simultaneously. Teton County is currently collecting a 1% SPET for items passed by the voters in 2022. There are 15 ballot propositions totaling over \$166 million. Distribution of these funds started in November 2023. Because the two different SPETS can be collected simultaneously, the 2024 SPET could begin collection in the first quarter of 2025. There is also the possibility of borrowing the funds in early 2025 and using the 2024 SPET funds to pay off the borrowed funds.

Timeline

- 1) BCC needs to approve SPET Ballot Proposition.
- 2) Then the SPET Ballot Proposition is presented to the one municipality within Teton County (City of Jackson) to obtain their approval.
- 3) BCC notifies the County Clerk (through the language of the resolution) to place the 2024 SPET on the ballot.
- 4) Election held.

Election Law

The election is governed by W.S. §22-21-101 et seq.

Options for election dates:

First Tuesday in May following the first Monday in May
August Primary Date – August 20
November General Election Date – November 5

The notification date for the May and August elections have already passed, so those are not options in 2024.

The notification date for the November General Election is **July 17**.

ATTACHMENTS

Proposed Joint Resolution Approving Proposition for an Additional 1% Specific Purpose Excise Tax in Teton County, State of Wyoming, Said Proposition to be Placed on the Special Election Ballot on November 5, 2024.

FISCAL IMPACT

The Justice Center total project cost is estimated to be \$110,000,000 including contingencies. Teton County has \$30,000,000 reserved for this project leaving an expected need of \$80,000,000. If this project is not approved through the ballot item and the County moved forward with the project, one option would be bonding. The fiscal impact for this option would be \$153,108,250 (\$78,450,000 financed and \$153,108,250 repaid over 30 years). The payment for the county would be \$5.1 Million per year for 30 years.

STAFF IMPACT

If approved, Staff will work with the Clerk's office to get the item on the ballot.

LEGAL REVIEW

Gingery

RECOMMENDATION

Approve.

SUGGESTED MOTION

I move to approve the Joint Resolution Approving Proposition for an Additional 1% Specific Purpose Excise Tax in Teton County, State of Wyoming for a Teton County Justice Center in the amount of \$80 million, and further request that the Teton County Clerk place this proposition on the November 5, 2024, General Election Ballot in Teton County.



ADMINISTRATION DEPARTMENT

April 21, 2023

Teton County
Board of County Commissioners
200 S Willow Street
Jackson, WY 83001

RE: Fiscal Year 2024 Joint Departments Budget Funding Request

Commissioners,

At their Fiscal Year 2024 Budget Workshop on Monday, April 17, 2023, the Jackson Town Council voted to send a letter to Teton County informing you that the Town would like to discuss setting a fixed amount (approximately \$14,312,788) that the Town is able to pay for Joint Departments for Fiscal Year 2024. This fixed amount is based upon the total revenue collected by each jurisdiction, which is approximately 33% by the Town and 67% by the County. The total revenues reported in each jurisdiction's FY2022 financial statement audit for the General Fund and Lodging Tax Fund were used as the basis for this calculation (see attached for more information). In addition, attached is the amount the Town and County would be responsible for funding for each Joint Department based upon the current 54%/46% funding split and the proposed 67%/33% funding split and the difference for each jurisdiction as a result. The Town understands that once the Town determines the fixed amount it can fund each Joint Department, the County may choose to either fund the difference to fully fund the Department requests, or that the overall Department budgets could be reduced.

The Town makes this request as a beginning point for discussion, acknowledging that different approaches and percentages may be considered, and the Council is open to that. The Town looks forward to discussing this further with you at the Joint Information Meeting on April 25.

Sincerely

A handwritten signature in cursive script that reads "Tyler Sinclair".

Tyler Sinclair
Interim Town Manager



Town and County Total Revenues

	Town	County	Total	Town	County
Sales Tax	\$22,658,532	\$28,075,781	\$50,734,313	45%	55%
General Fund - Lodging Tax	427,068	634,203	1,061,271	40%	60%
Lodging Tax Fund - Lodging Tax	1,281,204	1,902,609	3,183,813	40%	60%
Property Tax	252,255	17,220,945	17,473,200	1%	99%
All Other General/Lodging Fund	5,616,025	14,439,374	20,055,399	28%	72%
	<u>\$30,235,084</u>	<u>\$62,272,912</u>	<u>\$92,507,996</u>	33%	67%

Current Funding Split

		County 54%	Town 46%	Total
Fire/EMS	Capital	\$677,376	\$577,024	\$1,254,400
	Operations	3,432,448	2,923,937	6,356,385
Affordable Housing	Operations	612,231	521,530	1,133,761
Parks & Recreation	Capital	9,476,822	8,072,848	17,549,670
	Operations	3,432,448	2,923,937	6,356,385
Dispatch	Operations	940,349	801,038	1,741,387
Pathways	Operations	147,750	125,862	273,612
Treatment Court	Operations	49,597	42,250	91,847
Emergency Management	Capital	91,800	78,200	170,000
	Operations	190,859	162,584	353,443
Planning/Transportation *	Operations	500,300	500,300	1,000,600
Animal Shelter	Operations	212,523	181,038	393,561
Victim Services	Operations	185,369	157,907	343,276
START	Capital	2,070,637	1,763,876	3,834,513
	Operations	1,587,013	1,351,900	2,938,913
Total		<u>\$23,607,523</u>	<u>\$20,184,230</u>	<u>\$43,791,753</u>
Total Operations		11,290,888	9,692,282	20,983,170
Total Capital		12,316,635	10,491,948	22,808,583

Proposed Funding Split

		County 67%	Town 33%	Total
Fire/EMS	Capital	\$844,415	\$409,985	\$1,254,400
	Operations	4,278,880	2,077,505	6,356,385
Affordable Housing	Operations	763,205	370,556	1,133,761
Parks & Recreation	Capital	11,813,779	5,735,890	17,549,670
	Operations	4,278,880	2,077,505	6,356,385
Dispatch	Operations	1,172,237	569,151	1,741,387
Pathways	Operations	184,185	89,427	273,612
Treatment Court	Operations	61,828	30,019	91,847
Emergency Management	Capital	114,438	55,562	170,000
	Operations	237,925	115,519	353,443
Planning/Transportation *	Operations	500,300	500,300	1,000,600
Animal Shelter	Operations	264,930	128,630	393,561
Victim Services	Operations	231,081	112,196	343,276
START	Capital	2,581,250	1,253,263	3,834,513
	Operations	1,978,366	960,547	2,938,913
Total		<u>\$29,305,699</u>	<u>\$14,486,054</u>	<u>\$43,791,753</u>
Total Operations		13,951,817	7,031,354	20,983,170
Total Capital		15,353,882	7,454,701	22,808,583

Change from Current Funding Split to Proposed Funding Split

		County	Town
Fire/EMS	Capital	\$167,039	(\$167,039)
	Operations	846,432	(846,432)
Affordable Housing	Operations	150,974	(150,974)
Parks & Recreation	Capital	2,336,958	(2,336,958)
	Operations	846,432	(846,432)
Dispatch	Operations	231,887	(231,887)
Pathways	Operations	36,435	(36,435)
Treatment Court	Operations	12,231	(12,231)
Emergency Management	Capital	22,638	(22,638)
	Operations	47,065	(47,065)
Planning/Transportation *	Operations	-	-
Animal Shelter	Operations	52,408	(52,408)
Victim Services	Operations	45,711	(45,711)
START	Capital	510,613	(510,613)
	Operations	391,353	(391,353)
Total		<u>\$5,698,176</u>	<u>(\$5,698,176)</u>
Operations		2,660,929	(2,660,929)
Capital		3,037,247	(3,037,247)

* Planning is currently at 50/50. It is not proposed to change.

Commissioner Propst Proposal

DRAFT – FOR DISCUSISON ONLY

Proposal for a SPET Measure and Joint Funding – November 2024

1. Teton County and Town of Jackson refer a one cent county-wide SPET measure for a new 7th cent to fund a new justice center. This requires action before mid-July.
2. If the voters approve the measure, Teton County and Town of Jackson agree to revise the formula for jointly funded departments from 54%-46% to 60%-40%. This formula is the mid-point of population and revenue, so it equally weighs both factors. This new formula would last until the 7th cent SPET tax has funded the new justice center – which may be four or five years.
3. Upon approval of the new 60%-40% formula, Teton County and Town of Jackson staff and counsel will work on an ambitious schedule (e.g. 9 months) to revise the various JPAs. The goal is to visit each JPA *de novo* and consider whether to revise the agreement to: enter into a fee-for-service contract, create an independent authority, divide a department into two separate departments, or maintain the current governance.



BOARD OF COUNTY
COMMISSIONERS



TOWN
COUNCIL

JOINT INFORMATION MEETING AGENDA DOCUMENTATION

SUBMITTING DEPARTMENT: Town & County Administration

PRESENTERS: Tyler Sinclair and Jodie Pond

MEETING DATE: June 3, 2024

SUBJECT: Town and County Joint Revenue Options

STATEMENT/PURPOSE

The Board of County Commissioners ("Board") and Jackson Town Council ("Council") will review information regarding joint revenue options including sales tax, specific purpose excise tax, economic development tax, and lodging tax.

BACKGROUND/ALTERNATIVES

At the April 22, 2024, Joint Information Meeting, staff presented, and the Boards discussed the outcomes of the Joint Funding Taskforce (Taskforce) that was formed by the Town and County for the purpose of studying how Town and County Joint Departments are currently funded and how they might be funded in the future. One item identified by the Taskforce and discussed on April 22, 2024, was Additional Revenue Review. The motion at the meeting approved by both the County and Town stated,

"To direct staff to bring back draft ballot language for one cent general revenue, half a cent SPET, half a cent general revenue and half a cent economic development."

ANALYSIS/ALTERNATIVES

Staff have outlined the primary revenue sources for consideration by the Town and County as listed below.

Sales and Use Tax - General

For sales and use tax, the state imposes 4 pennies which the state retains 69% of the revenues generated by those 4 pennies, and the remaining 31% of revenue is split between the county and town based on population.

It is important to remember that we use the term "sales tax," but we are actually discussing both the "sales tax" and the "use tax." Use tax is when the item may have been purchased out of state, but its use is in the State of Wyoming. Staff notes to be aware that for every sales tax statute, there is an identical corresponding use tax statute. Use tax also includes sales from remote sellers that sold more than \$100,000 of gross sales in Wyoming or had more than 200 separate transactions in Wyoming. W.S. §39-15-501.

Pursuant to Wyoming Statutes Title 39, Chapter 15, Article 2 Local Sales Tax, the Wyoming Legislature has provided that local governments may impose certain local sales taxes as explained below:

General Revenue

- 2 pennies maximum
- May be imposed in .5% increments
- County imposed tax with 2/3 of municipalities agreeing to place on the ballot with Subsection (F) provisions allowing continuation without a new election
- Teton County currently imposes 1 penny for General Revenue
- Split with Town based on population

Special Excise Tax (SPET)

- 2 pennies maximum
- The statute is silent as to increments but has been interpreted as requiring full 1-penny increments
- It must be used for a specific purpose with a specified amount.
- The county imposed with 50% of municipalities agreeing to place on the ballot
- Teton County currently imposes 1 penny for SPET

Separate City/Town General Or SPET

- 1 penny maximum
- .25 increments
- This only applies within the Town. Option for either General or for SPET, but not both.
- This is an addition to any county taxes, not in lieu of.

Economic Development Sales Tax

- 1 penny maximum
- Imposed in .25% increments
- Must be used for economic development
- Imposed by Goshen County and Fremont County, but unaware of its use anywhere else in Wyoming

An important note is that when you add up the taxes for General Revenue, SPET, and Economic Development, the county cannot exceed 3 pennies. Thus, if you raise SPET to 2 pennies, then General Revenue must remain at 1 penny or vice versa, if the county raises General Revenue to 2 pennies, then SPET must remain at 1 penny.

Lodging Tax

Ability to Impose:

- 5 cents split between state and local government.
 - 3 pennies to the State (80% to State Office of Tourism and 20% to Reserve)
 - 2 pennies to Travel & Tourism Board/County/Town. 60% to TTB. 40% split County/Town based on point of sale.
- 2 cents locally in 1 cent increments.
 - 2 additional pennies could be added via community vote
 - Can be joint Town/County ballot or separate based on jurisdiction

Property Tax and Mill Levy

When thinking about property taxes in Teton County and the Town it is important to note that there are many entities involved in determining the total amount of property tax that an owner is required to pay. Staff have attached an overview of all allowable mill levies authorized by state statute along with the 2023 Teton County Mill Levies for 2023, for context and background. Below staff have summarized the specific Town and County options authorized by the state for consideration.

Property Tax - Town

Ability to Impose: Up to 8 mills in 0.5 increments. Town currently uses 0.5 mills; Town Assessed Value \$896,178,816; 8 Mills - \$7,169,431

Property Tax - County

Ability to Impose: 12 mills allowed; County total currently at 7.379 mills

In addition, the Boards identified the following questions at the April 22, 2024, meeting that have been addressed by staff below:

1. How does the economic development tax work?

- Can it be 2 and/or 4 years?

- i. Can be either and has to be renewed every 2 or 4 years, respectively, until defeated. Wyo. Stat. § 39-15-203(a)(v)(C).
- What happens upon expiration?
 - i. The statutory language is that it shall be submitted “until the proposition is defeated.” Wyo. Stat. § 39-15-203(a)(v)(C). (There are subsequent caveats about length of time until can be repropose, when collection stops, and contingencies if the proposition was for increasing an existing tax.)
- Can it be made permanent?
 - i. No. Wyo. Stat. § 39-15-203(a)(v)(C).
- Can this be Town-only?
 - i. No. Wyo. Stat. § 39-15-204(a).
- What can the revenue be used for?
 - i. Per discussion with the Department of Revenue Director, this is not in statute, the Department of Revenue has not implemented rules, and it is used infrequently. In short, the statute has broad language, allowing funding to be used for economic development.
 - ii. This concept came from Ed Buchanan (former Speaker of the House, former Sec. of State, and current District Court Judge). The Wyoming Constitution was amended in 2004 to allow for this tax. The statute that implements the tax was passed in 2005. It is intended for economic and industrial development projects or programs. Guidance as to what the funds can be used for can be found in W.S. §9-7-103 under the definition of “Economic Development Project.” It includes manufacturing plants, warehouses, nursing/assisted living homes, airports, parking facilities, industrial parks, sewage facilities, utilities, mineral recovery, or anything allowed under the municipal statute in W.S. §15-1-701 under the definition of “Project.”
 - iii. In addition, Fremont County, ballot language stated as follows:
“Shall the Board of County Commissioners of the County of Fremont, State of Wyoming, be authorized to impose an excise tax for economic development of one-half percent (½ %) upon retail sales of tangible personal property, admissions and services made within the county as defined by Wyoming state statutes, the purpose of which is for economic development. Economic Development shall be defined as any project that retains or increased (sic) employment, and/or results in a net gain of money into the community. Thirty percent (30%) of the net proceeds of the tax shall be used to support transportation infrastructure such as commercial air service and ground transportation: (sic) the remaining seventy percent (70%) will be allocated to the County and 6 Municipalities based on population to manage and invest in economic development projects of their choosing. Economic Development projects on the Wind River Indian Reservation are eligible for county allocation. If passed, the tax shall become effective March 1st, 2021 (which is per state statute April 1st, 2021), (sic) and as provided by W.S. 39-15-203(a)(v)(C) the same proposition shall be submitted at the general election in 2024.”

2. What percent of sales tax is paid by visitors? Where did the 60% come from and is it accurate?

- Staff finds that there is no definitive source or audited reports to confirm the answer to this question. Per Wyoming Office of Tourism report prepared by Dean Runyan Associates, approximately 52% of Teton County local sales tax in calendar 2023 is from visitor spending.

3. Can additional lodging tax be charged county-wide and/or town only? How do the 2 additional pennies work, can the Town have 2 and the County have 2 in addition, or can the Town and County not exceed a total of 7?

- Town and County can share in lodging tax assessment or act independently.
- Total local option for lodging tax cannot exceed 2 pennies. Combined with State 5-penny assessment, the max allowed by statute is 7 pennies.

4. Do we know what impact new State bills related to property taxes will have locally? i.e. will there be a loss in revenue, increase, other?

- FY25 does not show a loss in revenue for the County or Town. FY25 assessed values have the 4% cap excluded and total assessed value went up to \$4.1B. FY26 could be a different story with the cap also being for land and the new 65 years old/25-year long-term homeowner bill being implemented.

5. What is the intent of raising taxes? Is it for a specific project or for general use?

- Council and Commissioners set policy on use and intent. For the Town the goal is to address an approximately \$4.0m budget deficit beginning in Fiscal Year 2026 to maintain exiting service levels, programs, and staff.

6. Can an additional penny of SPET be collected concurrently with the existing penny of SPET? What happens to SPET once the amount authorized is collected?

- Yes, multiple SPET pennies can be collected concurrently. In the current case, the 2022 SPET and a new SPET can be collected and paid out concurrently.
- Department of Revenue (DOR) adjust tax rates on a quarterly basis to allow for vendor notification. Should a SPET tax expire, the tax collected is allocated to each project based on ballot dollar value and the tax rate is lowered in the subsequent quarter. This occurred in the first quarter of 2017, when the 2016 SPET expired with no subsequent ballot, lowering sales tax collections in Teton County from 6 pennies to 5 pennies effective April 2017.
- DOR recommends addressing SPET fulfillment one-year in advance, either to have another election or let tax expire. Once the 2022 and/or new SPET are fulfilled, the local sales tax reverts to 6 or 5 pennies, depending on timing.

Options to place on the ballot:

Upcoming Revenue Generating Election Dates and Ballot Resolution Deadlines		
Election Date	Election Type	110 Day Deadline to Provide Ballot Resolution to County Clerk
Tuesday, August 20, 2024	Primary	Deadline has passed
Tuesday November 5, 2024	General	Wednesday, July 17, 2024

Draft Ballot Language:

General Purpose One Percent (1%) Sales and Use Tax Proposition

- Shall Teton County, Wyoming be authorized to impose an additional one percent (1%) of general revenue sales and use tax to be used for general revenue purposes?

One Percent (1%) Special Purpose Excise Tax Proposition

The original motion on April 22, 2024, was for staff to draft ballot language for a 0.5% proposition. Subsequently the County on May 28, 2024, voted to direct County staff to present a 1.0% proposition. Please see County staff language below and as discussed in the County staff report attached.

- Shall Teton County, State of Wyoming, be authorized to adopt an additional one percent (1%) specific purpose excise tax (the "Tax") within Teton County for the purpose of raising and collecting the amounts set forth below, the proceeds from which, and the interest earned thereon, to be used and applied for a specific project, and to the extent necessary and allowed by law, the pledge to or payment of debt service and/or lease payments thereon:

Teton County Justice Center

- \$80,000,000.00 for the purpose of planning, designing, engineering, demolition of the old Jail, demolition of the current courthouse, and construction the new Teton County Justice Center including but not limited to the Teton County Detention Facility, District Courtroom and accompanying office space, Clerk of District Court office space, Circuit Courtroom and accompanying office space, Clerk of Circuit Court office space, County and Prosecuting Attorney's Office space, Teton County Sheriff's Office, and other office space. Any unexpended funds, including any unused contingency funds, shall be placed into a designated account, the principal and interest of which shall be used for operations and maintenance of the Teton County Justice Center. This project is sponsored by Teton County.

General Purpose One-Half Percent (.5%) Sales and Use Tax Proposition

- Shall Teton County, Wyoming be authorized to impose an additional one-half percent (.5%) of general revenue sales and use tax to be used for general revenue purposes?

One-Half Percent (.5%) Economic Development Tax Proposition

- Shall Teton County, State of Wyoming, be authorized to adopt and cause to be collected a one-half percent (.5%) of sales and use tax to be used for economic development?
 - Boards may choose to include language about what types of economic development they intend to support with the funding.

Key Question #1: Does the County and/or Town want to finalize draft ballot language for submittal to County Clerk by July 17, 2024 deadline?

COMPREHENSIVE PLAN ALIGNMENT

To successfully implement the Comprehensive Plan, the Town Council and County Commission must set priorities, be strategic, and be disciplined. Chapter 8 - Quality Community Service Provision calls for “timely, efficient and safe delivery of quality services and facilities in a fiscally responsible and coordinated manner.”

STAKEHOLDER ANALYSIS

All residents of Teton County.

FISCAL IMPACT

Fiscal impact varies based on direction received today.

STAFF IMPACT

To be determined.

LEGAL REVIEW

Gingery/Colasuonno

ATTACHMENTS

JIM Staff Report, Teton County, County General Services, Sarah Mann, dated June 3, 2024

RECOMMENDATION

None

SUGGESTED MOTION

Town/County options:

- I move to direct staff to draft a joint resolution approving propositions for a 0.5% specific purpose excise tax in Teton County, State of Wyoming, to be placed on the primary election ballot on August 20, 2024 or general election ballot on November 5, 2024.
- I move to direct staff to draft a joint resolution approving propositions for a 1% or 0.5% general revenue local option excise tax in Teton County, State of Wyoming, to be placed on the primary election ballot on August 20, 2024 or general election ballot on November 5, 2024.
- I move to direct staff to draft a joint resolution approving propositions for a 0.5% economic development local option excise tax in Teton County, State of Wyoming, to be placed on the primary election ballot on August 20, 2024 or general election ballot on November 5, 2024.



**BOARD OF COUNTY
COMMISSIONERS**



TOWN COUNCIL

JOINT INFORMATION MEETING AGENDA DOCUMENTATION

SUBMITTING DEPARTMENT: County General Services

MEETING DATE: June 3, 2024

PRESENTER: Sarah Mann

SUBJECT: Approval of Resolution to Impose Additional 1% SPET Sales/Use Tax for
The Teton County Justice Center

STATEMENT/PURPOSE Approval of Resolution to Impose Additional 1% SPET Sales/Use Tax for
the Teton County Justice Center

BACKGROUND/ALTERNATIVES

IMPORTANT DATE

JULY 17 TO GET ON NOVEMBER GENERAL ELECTION BALLOT

The funds from this initiative would be used to fund a new Justice Center Facility located on the same property as the existing Courthouse. The facility would house the occupants of the existing Teton County Courthouse and Detention Facility. This includes the District Court, Circuit Court, Teton County and Prosecuting Attorney's Offices, Clerk of the District Court, and the Teton County Sheriff's Offices. The current Detention Facility houses the detention staff as well as the Teton County Dispatch Center.

The current courthouse building was constructed in 1964 and the detention facility was constructed in 1984. In 2018, the County started researching the potential remodel of the Courthouse. After much research, the Teton County Courthouse (TCCH) was found to be an aging, structurally deficient essential government facility. The Courthouse has severe deficiencies in energy efficiency, security, and ADA accessibility but most importantly, the building was not built as specified on the plans. After a Tier 2 structural analysis, it was found that the main concrete columns lack CMU infill and rebar. The initial recommendation to remodel the existing courthouse with an addition is likely not possible. The building is so

structurally deficient that code upgrades would be triggered by the remodel and the targeted "Life Safety" level would be very invasive and cost prohibitive. In summary, Teton County initially pursued the remodeling of the facilities, and after examination of the structural elements found them to be deficient to a degree that will require a full demolition and rebuild.

The Detention Facility also has aged infrastructure in need of replacement (plumbing, electrical, HVAC). The facility is not built to current detention standards and lacks the ability to be remodeled without significant, invasive construction measures. Although a Tier 2 analysis has not been completed on this building, it is anticipated that the building is the same construction type as the courthouse and would trigger the same code requirements during a remodel.

Coupling the Courthouse and Detention Facility into one facility would ensure the welfare of the staff as well as the community who use these buildings daily. The benefits of rebuilding both buildings at the same time include:

- New Category IV building for both Sheriff's Office and Dispatch- essential community functions (Critical facilities such as first responders and 911 communications and equipment should be located in a secure Category IV facility).
- New parking area where the current detention facility resides (both current buildings would be demolished).
- Economies of Scale for construction of one building and not investing millions into non-code compliant buildings.
- Staff for the Sheriff's office would all be housed in one building eliminating the need to take detainees outside for court appearances. Covered parking for booking and Sheriff's office staff in one location.
- The risk of loss of life, injury, and entrapment of County staff and citizens conducting business in the facilities will be significantly reduced. This includes individuals who are court-ordered into the building for hearings and trials.
- The new detention facility would be built with no relocation of the current inmates. They could be transferred over to the new building immediately upon completion without disruption of operations.
- Citizens requiring the use of ADA adaptations will find a fully ADA compliant facility at their service. This would include plaintiffs, defendants, jurors, attorneys, staff working in the building and any citizens needing ADA adaptations.

Special Excise Tax (SPET)

2 penny maximum

The statute is silent as to increments but has been interpreted as requiring full 1-penny increments.

It must be used for a specific purpose with a specified amount.

County imposed with 50% of municipalities agreeing to place on the ballot.

Teton County currently imposes 1 penny for SPET.

SPET statutory language

An excise tax not to exceed two percent (2%) upon retail sales of tangible personal property, admissions, and services made within the county. The total excise tax imposed within any county under this property shall not exceed two percent (2%). The revenue collected from the tax shall be used in a specified amount for specific purposes authorized by qualified electors and as provided in W.S. §39-15-211(b)(iv) [Excess funds collected]. Specific purposes shall not include ordinary operations of local government except those operations related to a specific project or as authorized by W.S. 39-15-203(a)(iii)(H) [Reserve Account for Maintenance and Sinking Fund]. W.S. 39-15-204(a)(iii)

SPET Tax Imposition Procedure

- 1) County and 50% of incorporated municipalities within the county adopt a resolution approving the propositions, setting forth a procedure for qualification of a ballot question for placement on the ballot, and specifying how excess funds shall be expended. W.S. §39-15-203(a)(iii)(A).
- 2) Placed on the ballot. Each proposition must separately receive a majority of the qualified electors voting on that proposition. (This procedure can be changed by the BCC and Town Council, for example, bundling is another option). W.S. §39-15-203(a)(iii)(A) and (C).
- 3) The amount of revenue to be collected and the purpose of the funds shall be specified in each proposition. W.S. §39-15-203(a)(iii)(B).
- 4) Specific purposes may include one (1) time major maintenance, renovation or reconstruction of a specifically defined section of a public roadway. W.S. §39-15-203(a)(iii)(B).
- 5) Specific purposes shall not include the ordinary operation of local government except those operations related to a specific project. W.S. §39-15-203(a)(iii)(B).

Increase to SPET

The SPET can be increased from 1 penny to 2 pennies. Specifically, Wyo. Stat. §39-15-203(a)(iii)(C) states as follows:

If a county seeks to increase a tax rate previously approved by the qualified electors of the county that increase shall be separately proposed and voted upon, provided that the total amount of the separate propositions is subject to the limitations specified in W.S. §39-15-204(a)(iii) and (iv).

The statutes referenced are the statutes that limit the aggregate of the economic development tax, the SPET tax, and the General Revenue Tax to 3 pennies. The statute states that a vote for an increase includes "separate propositions." Thus, the tax rate could not be increased without there being new propositions being proposed.

The County Treasurer did verify with the Department of Revenue that the 2022 SPET and the proposed 2024 SPET could be collected simultaneously. Teton County is currently collecting a 1% SPET for items passed by the voters in 2022. There are 15 ballot propositions totaling over \$166 million. Distribution of these funds started in November 2023. Because the two different SPETS can be collected simultaneously, the 2024 SPET could begin collection in the first quarter of 2025. There is also the possibility of borrowing the funds in early 2025 and using the 2024 SPET funds to pay off the borrowed funds.

Timeline

- 1) BCC needs to approve SPET Ballot Proposition.
- 2) Then the SPET Ballot Proposition is presented to the one municipality within Teton County (City of Jackson) to obtain their approval.
- 3) BCC notifies the County Clerk (through the language of the resolution) to place the 2024 SPET on the ballot.
- 4) Election held.

Election Law

The election is governed by W.S. §22-21-101 et seq.

Options for election dates:

First Tuesday in May following the first Monday in May
August Primary Date – August 20
November General Election Date – November 5

The notification date for the May and August elections have already passed, so those are not options in 2024.

The notification date for the November General Election is **July 17**.

ATTACHMENTS

Proposed Joint Resolution Approving Proposition for an Additional 1% Specific Purpose Excise Tax in Teton County, State of Wyoming, Said Proposition to be Placed on the Special Election Ballot on November 5, 2024.

FISCAL IMPACT

The Justice Center total project cost is estimated to be \$110,000,000 including contingencies. Teton County has \$30,000,000 reserved for this project leaving an expected need of \$80,000,000. If this project is not approved through the ballot item and the County moved forward with the project, one option would be bonding. The fiscal impact for this option would be \$153,108,250 (\$78,450,000 financed and \$153,108,250 repaid over 30 years). The payment for the county would be \$5.1 Million per year for 30 years.

STAFF IMPACT

If approved, Staff will work with the Clerk's office to get the item on the ballot.

LEGAL REVIEW

Gingery

RECOMMENDATION

Approve.

SUGGESTED MOTION

I move to approve the Joint Resolution Approving Proposition for an Additional 1% Specific Purpose Excise Tax in Teton County, State of Wyoming for a Teton County Justice Center in the amount of \$80 million, and further request that the Teton County Clerk place this proposition on the November 5, 2024, General Election Ballot in Teton County.



JOINT INFORMATION MEETING AGENDA DOCUMENTATION

SUBMITTING DEPARTMENT: County Administration

PRESENTER: Charlotte Frei

MEETING DATE: July 1, 2024

SUBJECT: West Jackson Subarea Transportation Plan

STATEMENT/PURPOSE

The purpose of this item is for the Town Council and County Commission to hear an update regarding transportation planning for West Jackson and direct staff to pursue data collection and other activities to reduce peak period traffic in the study area, and specifically on High School Road during the AM and PM peaks.

BACKGROUND/ALTERNATIVES

A multimodal transportation study was conducted in the West Jackson Transportation neighborhood. The study was approved as part of the RTPA's FY2024 workplan and budget. The study commenced in August 2023.

The primary study area is encompassed by US-89/191 to the east, Red House Road to the south, and South Park Loop Road to the west and north. Previous transportation, land use, and capital plans were reviewed. These documents present a vision of providing sufficient traffic capacity and safety, as well as serving pedestrian, bicycle, and transit user needs. Crash data was obtained from WYDOT for the period of 01/01/2020 to 12/31/2022. New traffic data was collected on October 17, 2023. Vehicle, pedestrian, and bicycle counts were collected at 14 intersections. Average daily traffic (ADT), vehicle classification, and speed profiles were also collected on October 17, 2023, at key locations in the study area.

The study had several objectives:

- Gather data and public input to identify existing multi-modal transportation needs;
- Estimate future traffic volumes to determine probable future multi-modal transportation needs;
- Identify multi-modal transportation improvements to address vehicular safety and capacity, as well as bicycle and pedestrian safety and mobility in the West Jackson neighborhood;
- Develop high-level improvement concepts and planning-level estimates of probable costs; and
- Estimate at what traffic volume intersection improvements will be needed.

The following sections summarize the approach, public engagement findings, and key findings that inform staff's recommendations. The executive summary in the attached draft report provides more detail on specific safety, multimodal, and traffic operations/capacity needs

Methods/Approach and Data

Staff and the consultant team worked together during Phase 1 of the study to gather field data, analyze 'big data' sources, and collect public input. In Phase 2 of work, the team used the data gathered during Phase 1 to estimate future travel demand, develop conceptual designs to increase multimodal transportation capacity,

identify travel demand management ideas, and gather public input on the alternatives to address capacity or demand.

Phase 1 Existing Conditions and Public Engagement

Traffic counts (passenger vehicle, truck, bike, and pedestrian) were collected in the study area on October 17, 2023 to establish an existing condition baseline. This was likely not conducted during peak bike/ped season for students as the weather was growing cooler, so it could represent a good ‘average’ day of the year as more students would bike prior to October 17 and fewer would bike/walk in winter. A ‘big data’ source that utilizes location-based data, Replica, was also analyzed to plot distributions of trip mode and trip distances; 34% of trips to or from West Jackson are under 2 miles (roughly the distance from Cottonwood to the Y intersection).

A **key finding** from the existing conditions work is that the entire study area generally operates with no delay, or at Level of Service A. Only during the approximately 20 minutes prior to the AM and PM bell times at the middle school are intersections along High School Road operating at Level of Service ‘F’.

Public engagement activities were held via in-person meetings and online (Konveio). Phase 1 of the engagement process included targeted outreach to a select group of interested parties. Seven (7) group interviews were conducted involving a total of 24 stakeholders, including non-profits, area students, local businesses, and an equity task force member. From roughly January 15-March 5, 2024, several issues were identified across interested parties:

- 1) School Start/Release Congestion – short duration, particularly on High School Road
- 2) Travel Mode Conflicts – vehicles, pedestrians, bicyclists and buses using the same spaces
- 3) Deterrents to Transit Use – longer travel times, limited routes, school equipment storage
- 4) Incompatible Land Uses – Industrial, commercial, residential, and school all in the same area
- 5) High School Road – User conflicts, delays, missing pathway segments, business accesses
- 6) Gregory Lane – Safety due to heavy truck and pedestrian conflict points

Phase 2 Forecast Traffic Data, Conceptual Design, and Public Engagement

Cambridge Systematics used the travel demand model with various growth and infrastructure assumptions to generate two 2045 future scenarios: traffic volumes in West Jackson with and without the Tribal Trail Connector in place. Estimated volumes from specific planned developments (See **Figure 1**) were then added to the model projections. The resulting future traffic volumes were used to project possible future transportation needs. With the forecast growth and the Tribal Trail Connector, operations will deteriorate along High School Road and the north/south portion of South Park Loop Road. Most of the excessive delays will occur on side streets controlled by “stop” signs. The uninterrupted main line through traffic will still flow acceptably.

Table 1 below indicates at what volumes, under different infrastructure scenarios, intersection improvements may be needed. Based on this table, the consulting team developed high-level conceptual designs and construction cost estimates (not including right-of-way acquisition or design).

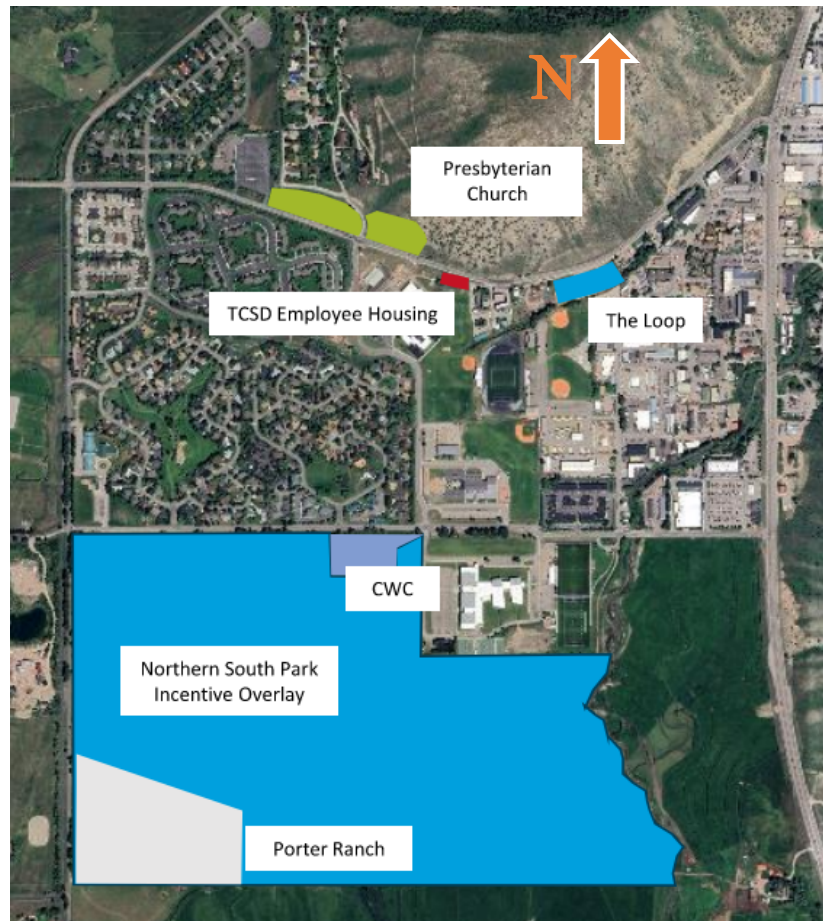


Figure 1. Future development Traffic Impact Study (TIS) values during peak hours were added to the 2045 forecast volumes

Table 1. Intersection Volume Improvement Threshold (AM Peak is more pronounced)

	Existing AM Peak Volumes	Improvement AM Peak Volume Thresholds	No E/W Connector	Partial E/W Connector	Full E/W Connector
High School / US 89	2300	-	EB Right Turn Lane	EB Right Turn Lane	EB Right Turn Lane
High School / Gregory Ln	950	1230	Roundabout or Signal EB Left Turn Lane (w/signal) SB Right Turn Lane (w/signal) 2 Thru Lanes East/West	Roundabout or Signal EB Left Turn Lane (w/signal) SB Right Turn Lane (w/signal) 2 Thru Lanes East/West	Roundabout or Signal EB Left Turn Lane (w/signal) SB Right Turn Lane (w/signal) 2 Thru Lanes East/West
High School / HS East	880	1390	Roundabout or Signal WB Left Turn Lane (w/signal) 2 Thru Lanes East/West	None	None
High School / Middle School	850	1110	Roundabout or Signal 2 Thru Lanes East/West Left Turn Lanes - All Approaches	None	None
High School / S Park Loop	620	980	Roundabout or Signal WB Right Turn Lane SB Left Turn Lane (w/signal)	Roundabout or Signal WB Right Turn Lane SB Left Turn Lane (w/signal)	Roundabout or Signal WB Right Turn Lane SB Left Turn Lane (w/signal)
S Park Loop / W Boyles Hill	350	740	Roundabout	Roundabout	Roundabout

In Phase 2 of the engagement process, the engineering concepts were presented at the May 7, 2024 public meeting and in an online digital workshop (Konveio). The public overwhelmingly preferred the roundabout alternatives at any intersection. Roundabouts are also preferred by staff as neither the County nor the Town has

a signal operations technician to manage signals (because all traffic signals in Teton County are owned and maintained by WYDOT).

The public engagement themes from Phase 2 included:

1. All themes from Phase 1
2. Wildlife safety
3. Residential neighborhood access - safety with crossing and accessing streets
4. Support for the East/West Connector – consider before widening High School Road
5. Roundabouts Overwhelmingly Preferred Over Traffic Signals
6. Pathway Connectivity and Public Transit – connections, amenities, mode separation
7. Middle School Road Safety – parking congestion during pick up/events, access for emergency services, congestion

Overall Findings and Recommendations

The following are key findings and recommendations that emerged from this study:

- A full or partial East-West Connector will alleviate traffic on High School Road. A partial East West Connector might cross the Northern South Park overlay and tie into High School Road at an existing intersection such as Gregory Lane. An actual alignment was not determined for either a Full or Partial East West Connector in this work.
- Bicycle and pedestrian improvements can make these modes safer for short trips; 34% of trips in the study area are less than 2 miles, which is a reasonable walking or pedal biking distance (see **Figure 2**).
- High-level alternative intersection reconstruction will be costly and at this time, is not justified because High School Road performs well for nearly 23.5 hours each day. If traffic on High School Road were reduced by approximately 35%, or about 300 vehicles during the AM peak, the Level of Service at two intersections (Middle School Road and Gregory Lane) would be 'D' instead of 'F'.
- The public generally supports concepts that slow traffic and reduce delays. Business owners, students, and residents agree that safety of school children should be a top priority in the study area.
- The public and staff prefer roundabouts to traffic control devices such as traffic signals or stop signs.
- Pursuing Travel Demand Management strategies and monitoring traffic volumes annually or bi-annually in the study area can generate data regarding supply-side and demand-side issues and evolution. Staff can evaluate the data to validate the effectiveness of demand-side strategies and make informed planning recommendations for capacity improvements. Additionally, the timing of any development within the NSP Overlay could influence these recommendations, as the traffic impact studies submitted by applicants with their Master Plans will affect when and how traffic volumes need to be reduced.
- Improvements to South Park Loop Road are scheduled in the County's current 5-year Capital Improvement Plan (CIP). Depending on how traffic volumes in the study area trend in the next 2-3 years, staff may recommend that intersection improvements from this study be implemented before a threshold in Table 1 is met **IF** roadway improvements are being planned, budgeted, and constructed.

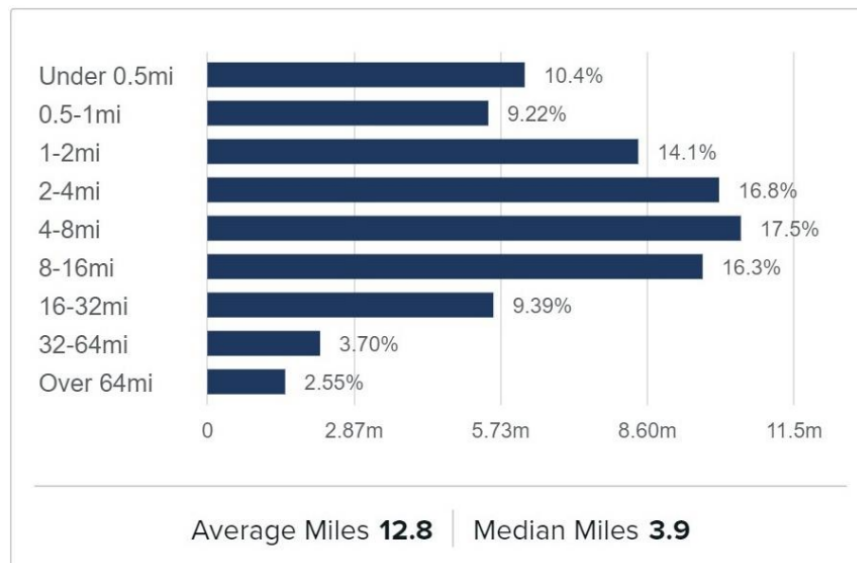


Figure 2. Current trip distance distribution. 34% of trips in the study area are 2 miles or fewer in distance, suitable for walking or biking; the median, 3.9 miles, is suitable by e-bike for most riders.

COMPREHENSIVE PLAN ALIGNMENT

The guiding vision and chapter goal for Multimodal Transportation (Chapter 7) of the Comprehensive Plan is:

Travel by walk, bike, carpool, or transit will be more convenient than travel by single-occupancy vehicle.

Chapter 7 of the Comprehensive Plan Principles and Strategies include:

“Principle 7.1 – Meet future transportation demand with walk, bike, carpool, transit and micromobility infrastructure .

Policy 7.3.e: Require development to provide for walking, biking, carpooling, and transit. (p. CV-3-24)

Strategy 7.1.S.8: Develop and carry out a comprehensive sidewalk improvement program for the Town of Jackson, appropriate County Roads, and Teton Village streets. (p. CV-3-25)

Strategy 7.2.S.5 Consider specific provisions for current planning review to require walk, bike, carpool, and transit components in new development (p CV-3-26).

These principles have guided the transportation planning efforts in West Jackson. Staff’s recommendations prioritize Travel Demand Management, including carrying out Policy 7.3.e and Strategies 7.2.S.5 through Plan Review Committee (PRC) or as conditions of approval. The policy direction in the Integrated Transportation Plan is to maintain and upkeep existing facilities; replace, rehabilitate, and repair existing facilities; and systems operations and demand management before constructing new facilities.

STAKEHOLDER ANALYSIS

Members of the TAC (including Town Public Works, County Public Works, Pathways, START Bus, Town Community Development, and County Planning) advised on the scope of work. The Public was invited to comment via two digital and in-person open house events. County staff also met with Teton County School District periodically to share information about the study and discuss possible next steps for a Travel Demand Management program specific to the schools.

- Phase 1 of public engagement: Kicked off with the February 6-7, 2024 Transportation Expo; digital open house was available 2/6/2024-3/29/2024; approximately 30 people attended in person.
- Phase 2 of public engagement: Staff hosted an open house on May 7, 2024. The meeting materials and engagement questions were posted to Konveio from May 6-May 13, 2024; approximately 53 people attended the open house.
- County Public Information and Public Engagement staff, as well as Town Community Engagement Staff, shared information about these opportunities on social media, via press releases, and through specialized channels (*e.g.*, PeachJar flier to all schools). There were several advertisements in the paper for both events; Buckrail and JH News & Guide printed brief stories about both in-person open houses which included links to the online open houses.

FISCAL IMPACT

Staff requested a new full-time Travel Demand Management coordinator and \$125,000 in funds toward implementing recommendations of the ‘Modernizing Mobility for West Jackson’ study in the FY2025 budget. The County Commission approved the new FTE request on June 3, 2024. If the FY2025 budget **request** is approved, the TDM recommendation below can be carried forward by existing staff and the new FTE. Staff will need to further evaluate the level of effort of a nexus study to determine if a process/program can be created within the existing budget.

The budget for this study was \$164,000 in Fiscal Year 2024. The study will be completed within budget, but no budget remains for the current consultant to perform additional analysis. If the boards desire additional analysis of any alternatives, staff could bring a contract amendment to the JIM for consideration.

STAFF IMPACT

The impact of preparing this staff report and accompanying documentation was 8 hours for the Regional Transportation Planning Administrator. Members of the Transportation Advisory Committee were also engaged throughout project scoping and execution and reviewed this staff report

LEGAL REVIEW

Gingery, Colasuonno

ATTACHMENTS

1. Modernizing Mobility for West Jackson: Draft Report and Public Engagement Summary (Appendix A)

RECOMMENDATION

Staff recommends multiple steps to align transportation network planning and implementation in West Jackson with adopted policy and with the public feedback received in this process. There are three parts to this recommendation:

- (1) work with the School District on Travel Demand Management (TDM) and pick-up/drop-off strategies;
- (2) establish regular traffic counting to monitor trends; and,
- (3) emphasize multimodal transportation infrastructure and services (pathways, START bus and other emerging modes such as bikesharing) through a nexus approach

Each of these recommendations is detailed below, and the professional services funds requested in the FY2025 budget can be used for planning, design, and/or capital to advance these recommendations.

First, staff recommend proceeding with developing a TDM program, in partnership with the Teton County School District and other nearby trip generators/employers, to reduce traffic on High School Road by 35%, to roughly 600-650 cars during the peak hour crossing High School Road and Gregory Lane. If a reasonable reduction target

cannot be achieved by June 2028, staff will initiate design for intersection improvements at High School Road and Gregory Lane and High School Road and Middle School Road. Related, this could involve proceeding with draft Traffic Impact Study (TIS) and Travel Demand Management (TDM) guidelines to advise applicants on appropriate steps to mitigate (through capital improvements) and manage (through demand management) traffic impacts of their development. The County has already directed staff—at a June 3, 2024 workshop—to refine draft TIS and TDM guidelines for County adoption.

Second, staff recommends developing a traffic count program in FY2025 to monitor each development's impact on the study area.

Third and finally, staff recommends developing a nexus study of transportation impacts and improvements in the study area. A key strategy of the Comprehensive Plan is to have developers improve access to biking, walking, and transit when they construct their buildings; it is more cost-effective to make these improvements when buildings, parking lots, and driveways are being constructed as crews are already mobilized. As this is already an adopted policy, the nexus study process would determine what share of the cost of pathway, sidewalk, and transit improvements should be the responsibility of a developer (See **Figure 3** for a preliminary map of the proposed network). The ongoing Safe Streets and Roads for All work, including the Mobility Overlay, may result in some minor changes to the proposed active transportation network in West Jackson.

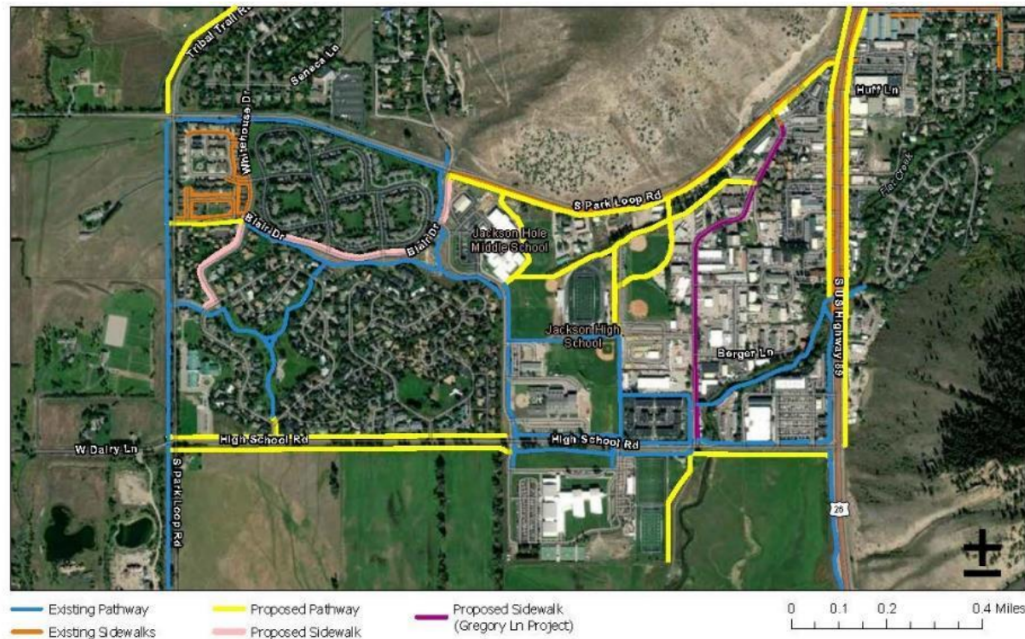


Figure 3. Recommended Active Transportation Network in West Jackson, to be constructed opportunistically through development and through SS4A Implementation

SUGGESTED MOTION

Teton County: I move to direct staff to:

- Initiate a Travel Demand Management program in partnership with schools and employers, including the Teton County School District, and
- Develop a traffic count program and nexus study process consistent with the Comprehensive Plan

Town of Jackson: Same motion

Modernizing Mobility for West Jackson

DRAFT SUMMARY REPORT



Mead
& Hunt



June 20, 2024

Modernizing Mobility for West Jackson

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Executive Summary

This multimodal study was conducted in the West Jackson neighborhood of Teton County. The purposes of this study are to:

- 1) gather data and public input to identify existing multi-modal transportation needs;
- 2) estimate future traffic volumes to determine probable future multi-modal transportation needs;
- 3) identify multi-modal transportation improvements to address vehicular safety and capacity, as well as bicycle and pedestrian safety and mobility in the West Jackson neighborhood;
- 4) develop high-level improvement concepts and planning-level estimates of probable costs; and
- 5) develop a method to estimate when the various improvements will be needed.

The primary study area is encompassed by US-89/191 to the east, Red House Road to the south, and South Park Loop Road to the west and north. Previous transportation, land use, and capital plans were reviewed. These documents present a vision of providing sufficient traffic capacity and safety, as well as serving pedestrian, bicycle and transit user needs. Crash data was obtained from WYDOT for the period of 01/01/2020 to 12/31/2022. New traffic data was collected on October 17, 2023. Vehicle, pedestrian and bicycle counts were collected at 14 intersections. Average daily traffic (ADT), vehicle classification, and speed profiles were also collected on October 17, 2023, at key locations in the study area.

Analysis was conducted to identify trends and trouble spots for traffic operations, safety and multimodal facilities. The public and area officials/staff were also engaged to gain their perspectives. The result was the following list of existing transportation needs based on identified policy priorities:

Safety Needs

- 1) A significant percentage of crashes occur during dark hours which indicates that the lack of lighting that is discussed in the previous section is causing a safety concern.
- 2) The high number of angle crashes could be indicative that drivers are accepting gaps that are not sufficient to clear the intersection. Excessive speed within the study area may also be contributing to the number of angle crashes, where gaps are shorter than expected due to oncoming vehicle speed.
- 3) The high percentage of crashes occurring on icy or snowy surfaces is due to the extended periods of snowfall and winter conditions in the study area but may also indicate that improvements could be made to snow removal procedures.
- 4) Both pedestrian crashes occurred under non-ideal conditions, including dark hours or snow/winter conditions. This indicates a need for improved pedestrian and multimodal infrastructure.
- 5) The high percentage of crashes caused by excessive speed indicates that there is an issue with vehicles driving too fast in the study area.

Safety countermeasures are needed at the following locations:

- 1) At the intersection of US-89 at South Park Loop Road, there is a heavy eastbound left turn movement with protected-permissive phasing for this movement. Vehicles making this left turn may be accepting gaps that are not sufficient to safely clear the intersection before opposing through vehicles enter.
- 2) At the intersection of US-89 at High School Road, the high number of animal-related crashes is likely due to the proximity to the open space on the east and west sides of the intersection. The high number of angle crashes could be attributed to the northbound left movement attempting to make it through the intersection after the arrow, resulting in an angle crash with the southbound through movement.
- 3) At the intersection of US-89 at Smiths Driveway, the high number of angle crashes is likely due to vehicles entering and exiting the driveway. Given that this is an unsignalized intersection, vehicles

may accept gaps that are too short to safely clear the intersection, resulting in angle crashes. This same conclusion can be drawn for the intersection of US-89 at Stelleria Lane.

Multimodal Needs

The results of the multimodal data collection indicate that a significant volume of school children are walking to and from school each day, which emphasizes the need for improved multimodal facilities. The distribution of bicycle volumes may indicate more leisure or recreational trips.

Pedestrian amenity improvements are needed at the following locations:

- 1) High School Road east of Gregory Lane
- 2) US-89 South of Flat Creek
- 3) Sidewalks are also not present on many internal streets in the study area, which can pose danger to children walking to school or residents walking to nearby commercial or recreational areas.

Bicycle amenity improvements are needed at the following locations:

- 1) The four main roads in the study area have an “Level of Traffic Stress” range of 2 – 4, indicating a low level of bicycle safety and comfort.
- 2) The installation of buffered bike lanes on the main roads in the study area would lower the bicycle LTS and may encourage more bicycle trips in the study area.

Transit needs in the study area are:

- 1) There are 11 bus stops in the study area; only 3 stops include a shelter.
- 2) The remaining 8 stops in the study area do not have any amenities. These stops should be updated with shelters to protect riders during winter months.

Traffic Operations and Capacity Needs

A **key finding** from the existing conditions work is that the entire study area generally operates with little delay, or at Level of Service “A”. Only during the approximately 20 minutes around the AM and PM bell times at the middle school and high school are intersections along High School Road operating at Level of Service ‘F’.

Future Conditions

Cambridge Systematics used the travel demand model with various growth and infrastructure assumptions to generate two 2045 future scenarios: traffic volumes in West Jackson **with** and **without** the Tribal Trail Connector in-place. Estimated volumes from specific planned developments were then added to the model projections. The resulting future traffic volumes were used to project possible future transportation needs. With the forecast growth and the Tribal Trail Connector, operations will deteriorate along High School Road and the north/south portion of South Park Loop Road. Most of the excessive delays will occur on side streets controlled by “stop” signs. The uninterrupted main line through traffic will still flow acceptably.

Recommendations

Using input received during the public engagement process and from local transportation and other officials, a series of multi-modal improvements were developed to meet the identified existing and future transportation needs.

Based on this study and input received from the public and local/state transportation officials, the following highlight study recommendations:

- ✓ Implement the series of pedestrian, bicycle and transit improvements listed in the report. Implementation should be done as funding becomes available.
- ✓ Investigate countermeasures to address crash patterns at four intersections.
 - US-89 at South Park Loop Road – Consider eastbound left turn protected-only left turn phasing.
 - US-89 at High School Road – Consider northbound protected-only left turn phasing. Investigate the feasibility of installing animal fencing around the intersection.
 - US-89 at Stelleria Lane – Consider prohibiting eastbound and westbound left turns. Consider installation of a traffic signal.
 - US-89 at Smiths Driveway – Consider prohibiting eastbound and westbound left turns. Consider construction of internal connector roads to Stelleria Lane if a traffic signal is installed there.
- ✓ Implement Travel Demand Management (TDM) to attempt to reduce peak school traffic demand by 35% or more. Options to investigate include:
 - Program of equitable fees for parking, pick-up/drop-off.
 - Provide Convenient Remote Parking Lots with Free Shuttle Buses and Safe Walking.
 - Construct a Mobility Hub South of the High School to Serve as a Bus Transfer Point and a Remote Parking Facility.
 - Adjust the High School and/or Middle School Bell Times to Provide Time Separation.
 - Implement a Temporary One-Way Circulation Route Around the Middle School during the peak drop-off and pick-up times.
 - Provide Sports/Music Storage at activity locations and continue to explore the ability to implement storage on activity buses, will prioritizing safety for passengers and drivers.
- ✓ Implement Traffic Calming Measures on High School Road West of the High School.
- ✓ Monitor traffic for approximately two years after TDM implementation. If 35% reduction is not achieved and school peak traffic congestion remains, consider implementing the following capital improvements:
 - Construct a 2nd Through Lane in Each Direction on High School Road Between Middle School Road and US 89/191.
 - Construct a Separate Left Turn Lane Eastbound at the East High School Access and Westbound at Gregory Lane.
 - Construct an Eastbound Right Turn Lane on High School Road at US 89/191.
 - Provide Police/Crossing Guard Temporary Traffic Control on the High School Road Intersections with Middle School Road, East High School Access and Gregory Lane During the Peak School Times.
- ✓ Construct the East/West Connector at a time when funding becomes available and right-of-way can be obtained.
- ✓ Design and construct a Mobility Hub in the vicinity of the south side of the High School.
- ✓ Monitor traffic volumes every two years. When overall intersection volumes approach the threshold figures for each intersection listed in the table below, begin detailed studies and design of the listed improvements. Stakeholder input revealed an overwhelming support for roundabouts instead of traffic signals.

	Existing AM Peak Volumes	Improvement AM Peak Volume Thresholds	No E/W Connector	Partial E/W Connector	Full E/W Connector
High School / US 89	2300	-	EB Right Turn Lane	EB Right Turn Lane	EB Right Turn Lane
High School / Gregory Ln	950	1230	Roundabout or Signal EB Left Turn Lane (w/signal) SB Right Turn Lane (w/signal) 2 Thru Lanes East/West	Roundabout or Signal EB Left Turn Lane (w/signal) SB Right Turn Lane (w/signal) 2 Thru Lanes East/West	Roundabout or Signal EB Left Turn Lane (w/signal) SB Right Turn Lane (w/signal) 2 Thru Lanes East/West
High School / HS East	880	1390	Roundabout or Signal WB Left Turn Lane (w/signal) 2 Thru Lanes East/West	None	None
High School / Middle School	850	1110	Roundabout or Signal 2 Thru Lanes East/West Left Turn Lanes - All Approaches	None	None
High School / S Park Loop	620	980	Roundabout or Signal WB Right Turn Lane SB Left Turn Lane (w/signal)	Roundabout or Signal WB Right Turn Lane SB Left Turn Lane (w/signal)	Roundabout or Signal WB Right Turn Lane SB Left Turn Lane (w/signal)
S Park Loop / W Boytes Hill	350	740	Roundabout	Roundabout	Roundabout

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1. Existing Conditions

A. Project Purpose and Need

Teton County, in coordination with the Town of Jackson, conducted this multimodal transportation planning/engineering study of the West Jackson neighborhood. The purposes of this study are to:

1. Gather data and public input to identify existing multi-modal transportation needs;
2. Estimate future traffic volumes to determine probable future multi-modal transportation needs;
3. Identify multi-modal transportation improvements to address vehicular safety and capacity, as well as bicycle and pedestrian safety and mobility in the West Jackson neighborhood;
4. Develop high-level improvement concepts and planning-level estimates of probable costs; and
5. Develop a method to estimate when the various improvements will be needed.

This report presents the data collected and produced, analysis conducted, multi-modal improvements proposed, and traffic volume thresholds to estimate when improvements might be needed. It also presents public input received plus the improvement concepts and cost estimates.

B. Study Area

(1) List of Intersections and Type of Control

The primary study area is encompassed by US-89/191 to the east, Red House Road to the south, and South Park Loop Road to the west and north. The study area examines the area south of High School Road to estimate possible future development growth and assess possible additional multi-modal improvements for the West Jackson neighborhood. See **Figure 1** to see the extents of the primary study area.

As shown in **Figure 1**, there are only 2 traffic signals in the study area – both on US-89/191. The rest of the intersections are stop-controlled (including some all-way stop control). This is not an exhaustive list of all the intersection traffic controls in the study area. The traffic controls included in **Figure 1** are the intersections where operations were assessed in the study (section F).

Roadway classification in the study area is shown in **Figure 2**. Major roads in the study area are the Town of Jackson and Wyoming Department of Transportation (WYDOT) roadway classifications. Neighborhood roadways are classified as local roads and US-89 is classified as a principal arterial. South Park Loop Road and High School Road are classified as major collectors to the west of Middle School Road, and minor arterials to the east of Middle School Road.

Typical geometries on key study area streets are shown in **Figure 3** through **Figure 8**.

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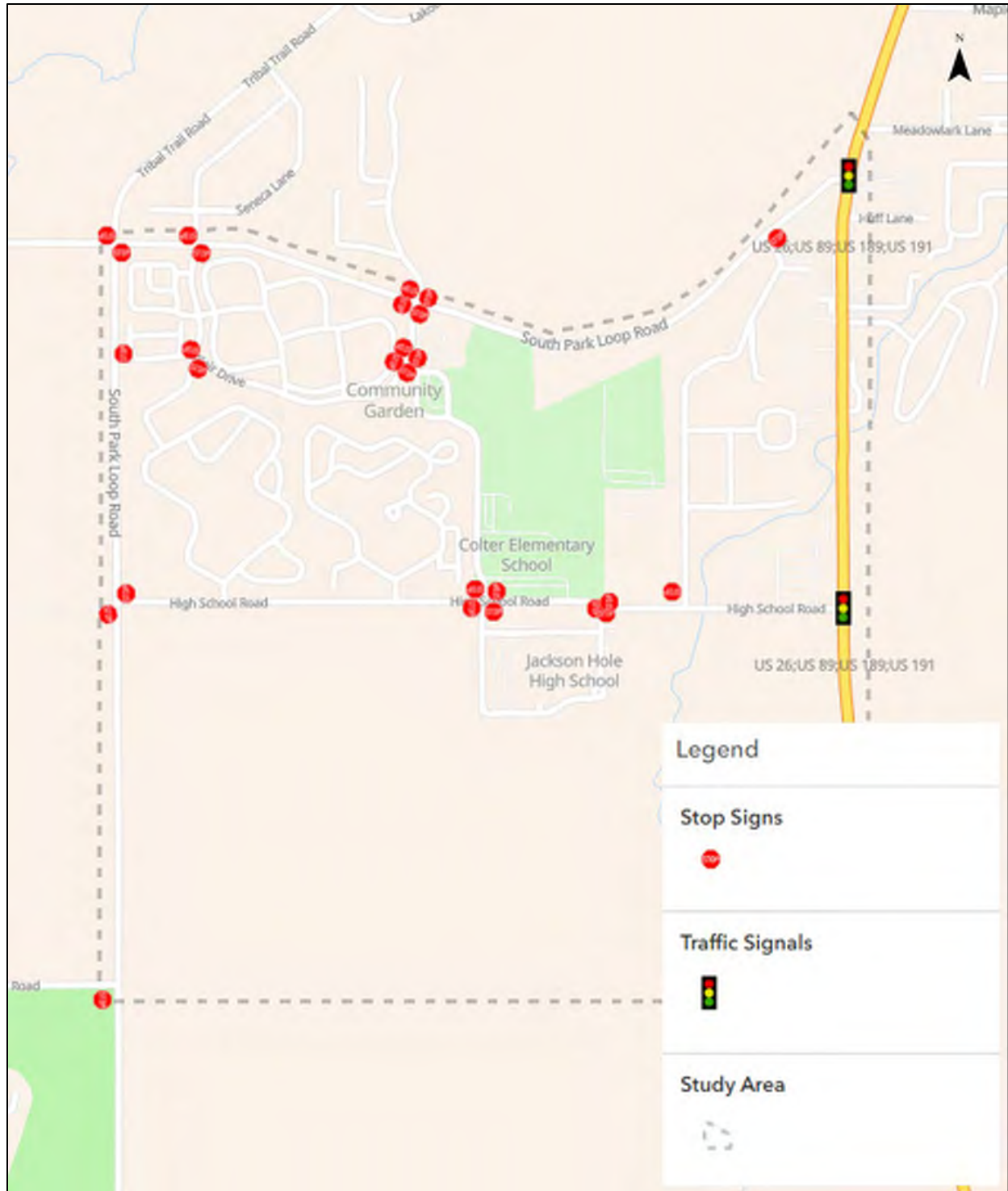


FIGURE 1: STUDY AREA AND TRAFFIC CONTROLS

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FIGURE 2: ROADWAY FUNCTIONAL CLASSIFICATION

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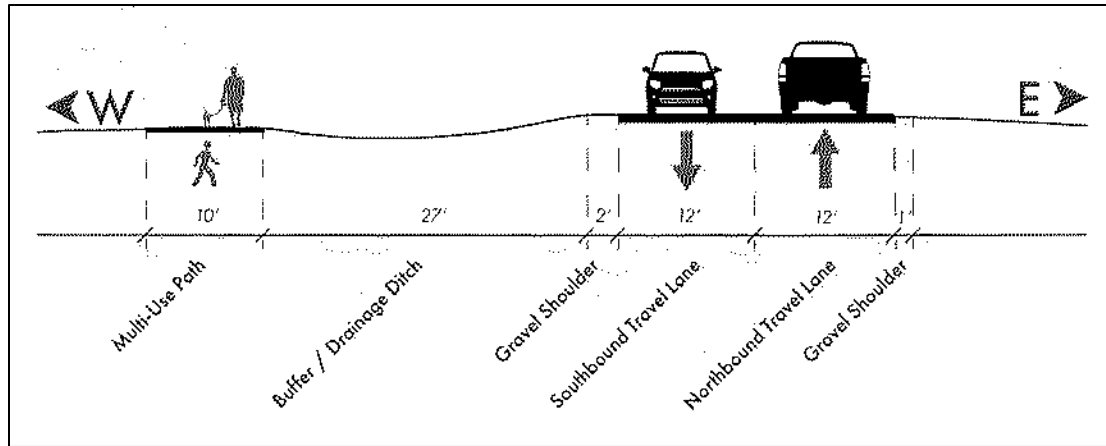


FIGURE 3: TYPICAL SECTION, SOUTH PARK LOOP ROAD (NORTH-SOUTH ORIENTATION)

The north-south section of South Park Loop Road is a two-lane section with 12' lanes and a gravel shoulder on the east and west side of the road. There is a 10' multi-use path 27' on the west side of the road. Crosswalks are present at the intersections of: Boyles Hill Road, Blair Drive, Rangeview Drive, and High School Road. The posted speed limit is 30 mph north of High School Road and 40 mph south of High School Road. There are no street lights on this segment of South Park Loop Road, and all intersections are stop-controlled on the minor street approaches.

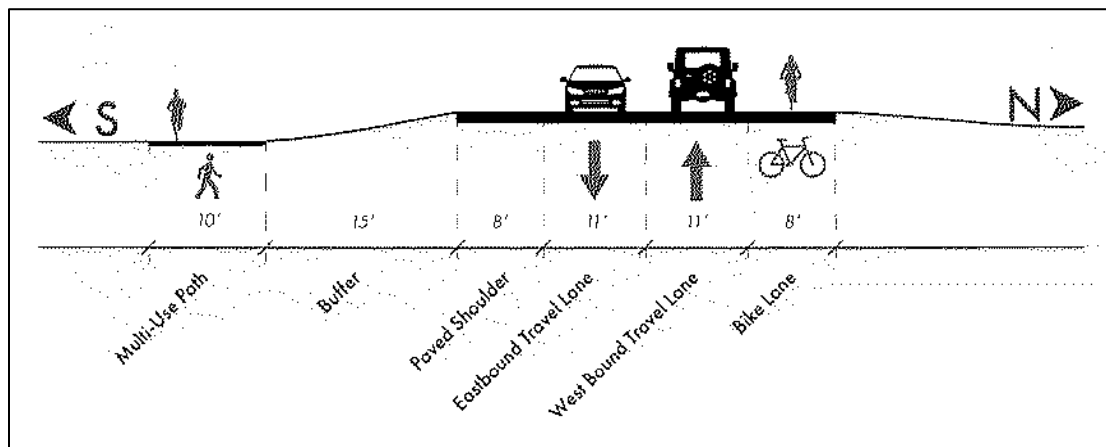


FIGURE 4: TYPICAL SECTION, SOUTH PARK LOOP ROAD (EAST-WEST ORIENTATION)

The east-west section of South Park Loop Road is a two-lane section with 11' lanes. There is a bike lane present on the north shoulder of the road and a paved shoulder on the south side of the road. There is a 10' multi-use path 15' on the south side of the road that transitions to a sidewalk east of Middle School Road. Crosswalks are present at the intersections of: Boyles Hill Road, Whitehouse Drive, Blair Drive, Gregory Lane, and US-89. The posted speed limit is 20 mph in the east and westbound directions approaching Middle School Road, and 30 mph elsewhere. There is a street light present at the intersection of South Park Loop Road at US-89 and at Whitehouse Drive. There is one traffic signal at South Park Loop Road and US-89; all other intersections are stop-controlled on the minor street approaches. The intersection with Blair Drive is all-way stop controlled.

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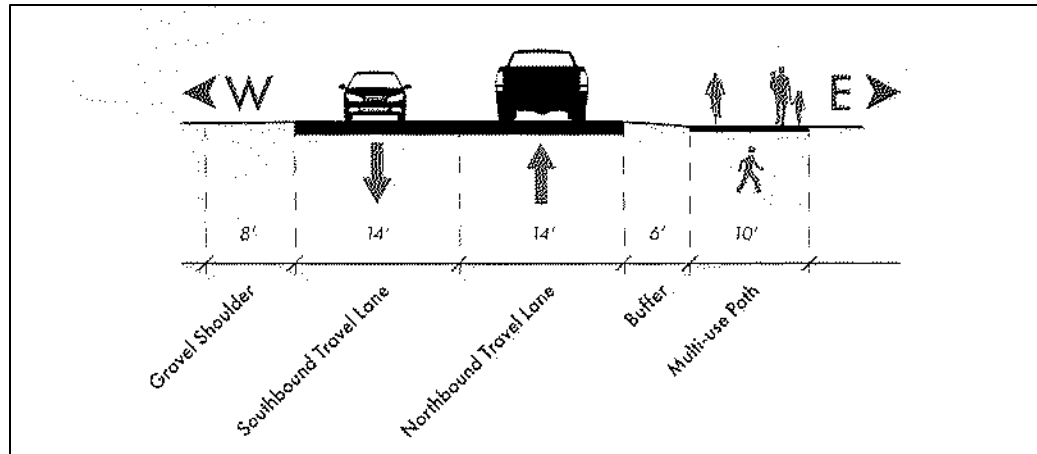


FIGURE 5: TYPICAL SECTION, MIDDLE SCHOOL ROAD

Middle School Road is a north-south two-lane section with 14' lanes and a gravel shoulder on the west side of the road. There is a 10' multi-use path 6' from the east side of the road. Crosswalks are present at Blair Drive, High School Road, and all school crossings. The posted speed limit is 20 mph. There is one street light present at the intersection of Middle School Road at Blair Drive, and all intersections are all-way stop-controlled.

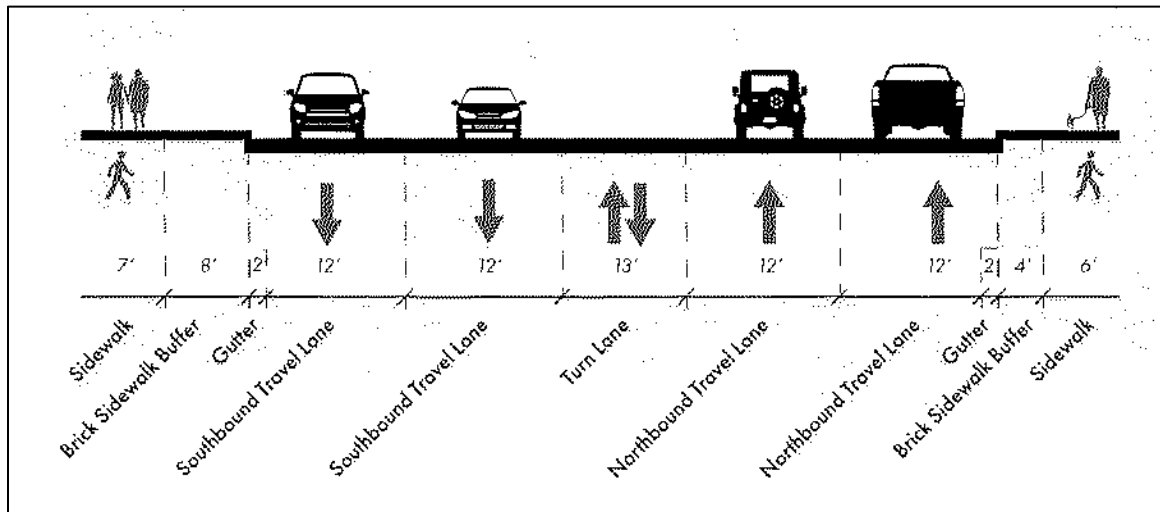


FIGURE 6: TYPICAL SECTION, US-89/BROADWAY

US-89 is a north-south four-lane section with 12' lanes, a two-way left turn lane median, and sidewalks present on both sides of the roadway. Crosswalks are present at the intersections of: South Park Loop Road, High School Road, and at periodic driveways in the study area. The posted speed limit is 40 mph. Street lighting is present at the intersection of US-89 at South Park Loop Road and at periodic driveways in the study area. The intersections of US-89 at High School Road and South Park Loop Road are signalized; all other driveways in the study area are stop-sign controlled on the driveway approaches.

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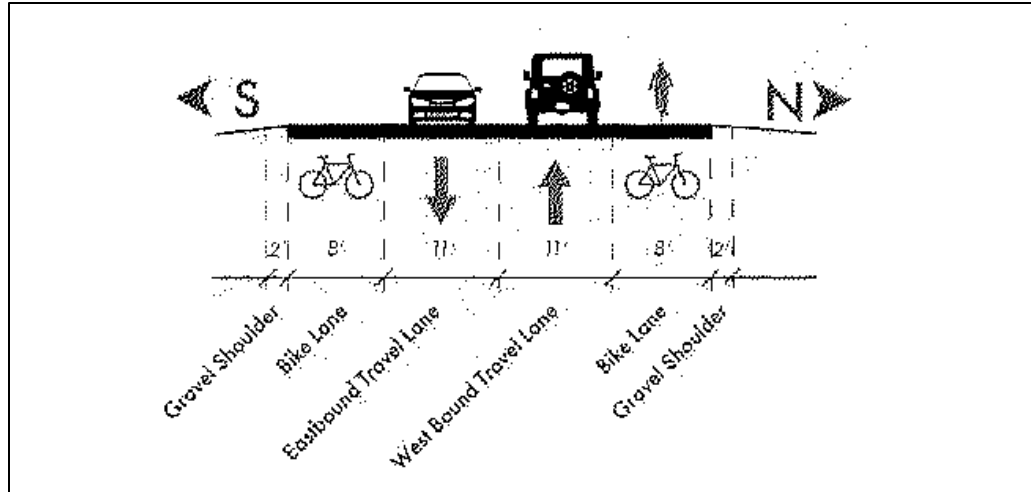


FIGURE 7: TYPICAL SECTION, HIGH SCHOOL RD BETWEEN SOUTH PARK LOOP RD & MIDDLE SCHOOL RD

High School Road between South Park Loop Road and Middle School Road is an east-west two-lane section with 11' lanes and a bicycle lane on the shoulder on both sides of the road. Crosswalks are present at South Park Loop Road and Middle School Road. The posted speed limit is 20 mph approaching Middle School Road, and 25 mph elsewhere in the segment. There is no street lighting present in this segment of High School Road, and all intersections are stop-controlled, except for Middle School Road which is all-way stop controlled.

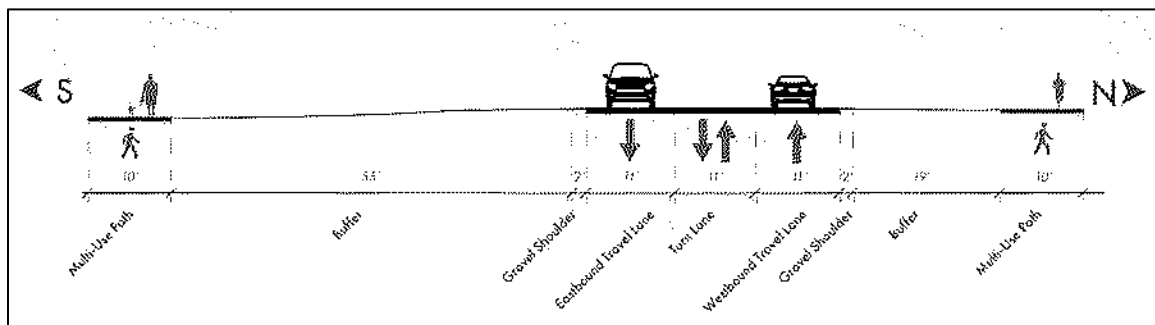


FIGURE 8: TYPICAL SECTION, HIGH SCHOOL ROAD BETWEEN MIDDLE SCHOOL ROAD & GREGORY LANE

High School Road between Middle School Road and Gregory Lane is an east-west two-lane section with 11' lanes and a two-way center left turn lane. There is a gravel shoulder on both sides of the road. Crosswalks are present at Middle School Road, Gregory Lane, and US-89. The posted speed limit is 20 mph approaching Middle School Road, and 25 mph elsewhere in the segment. There is no street lighting present in this segment of High School Road, and there is one traffic signal present at the intersection of High School Road at US-89. All intersections are stop-controlled.

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(2) Land Use

Land use data was provided by Teton County, which shows that the primary land uses in the study area are Residential, Institutional, Outdoor Recreational, and Industrial. The complete list of land uses in the study area is shown in Figure 9.

(3) Previous Studies and Community Support

To support the alternatives analysis and preliminary design for projects in the study area previous transportation, land use, and capital plans were reviewed. These plans outline Teton County and the Town of Jackson’s vision of providing sufficient traffic capacity and safety, as well as serving pedestrian, bicycle, and transit user needs. This local and regional planning focuses on key common themes and objectives:

- Make alternatives modes of transportation, such as biking, walking, transit, and carpooling, more attractive and convenient than driving.
- Improve transit access and coverage and reduce transit travel times.
- Improve roadway, pedestrian, and bicycle safety through traffic calming and updated multimodal facility design.
- Manage land use planning processes to develop “complete neighborhoods” that support trips using alternative modes of transportation.

These key themes and objectives will be integrated into recommendations of this study and considered during any design phases. The complete list of previous studies that were reviewed is shown below in **Table 1**.

TABLE 1: PREVIOUS STUDY RECOMMENDATIONS

Study	Leading Agency	Status	Key Recommendations
Northern South Park Neighborhood Plan	Teton County, Town of Jackson	Complete	Improve connectivity, mobility, and infrastructure in the study area to improve the transportation network in the study area for all users. Additional goals include adding an East-West connector road to US-89 through the southern end of the study area
Town and County Pathways Master Plan, 2007	Teton County, Town of Jackson	Complete	Actively implement high-feasibility, high-impact projects to improve safety for all modes, the directness of pathway and bikeway routes, the coherence and accessibility of the route, the attractiveness of the route of facility, and the comfort of the pathway facilities.
Teton County Pathways Master Plan Addendum		Complete	
Town Downtown Parking Study, 2019	Town of Jackson	Complete	Engage with providers of shared mobility solutions, such as the START Bus, as well as other microtransit solutions. Implement a high-frequency downtown trolley service.
Town Community Streets Plan, 2015	Town of Jackson	Complete	Promote Complete Neighborhood practices in the Town of Jackson. Enhance the use of alternative modes of transportation. Focus on enhancing pedestrian amenities and connectivity in the Town. Employ appealing streetscape elements and Right-of-Way amenities in the Town.
Gregory Lane Utilities/Complete Street Re-design	Town of Jackson	Currently Under Design	Study to determine corridor improvements to promote light industrial use and improve livability through ped/bike improvements. Currently under design for one 12-ft lane per direction plus a continuous sidewalk on the west side.

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Town Stormwater Management Program	Town of Jackson	Currently Under Design	The goals of the SMP include: 1. Improve and protect the health of the creeks in the Town and their associated wildlife habitat. 2. Reduce capital and ongoing operational/maintenance costs while providing increased pollution control. 3. Achieve the established water quality criteria for the creeks' designated uses assigned by DEQ and avoid more stringent future regulation. The new program will address: 1. Public Education 2. Illicit Discharge Detection 3. Capital Improvement Plan 4. Construction and Post-Construction LDR's 5. Good Housekeeping Practices for Municipal Facilities and Operations
Town and County Integrated Transportation Plan including the East-West Connector	Teton County, Town of Jackson	Complete	Make transit a viable choice by improving transit service and ridership levels, and so that riding transit is more convenient than driving alone. Walking and bicycling for short trips within Town and County neighborhoods and villages are safe and appealing.
Town of Jackson Roadway Condition Assessment	Town of Jackson	Complete	Prioritize roadway maintenance and capital improvement projects based on physical asset need.
Town and County Comprehensive Plan and 2020 Amendments	Teton County, Town of Jackson	Complete	Holistically address transportation impacts through Complete Neighborhoods. Meet future transportation demand with multimodal options.
WYDOT WY-22 Corridor Planning including Tribal Trail Connector	WYDOT	Level 1 screening complete. Level 2 underway	Encourage the use of alternative modes and improve multimodal connectivity to schools in the area. Address the corridor's extensive crash history and improve the safety of all modes. Preferred alternatives have not been identified.
Town/County Safe Streets for All Action Plan	Teton County	Underway	These projects are focused on identifying and constructing high impact bicycle, pedestrian, and transit connections.
Town Safe Routes to School	Teton County	Underway	
Teton County BUILD Grant	Teton County	Projects Under Design	

Additional documents that were reviewed include speed and traffic studies that were performed in the study area or adjacent to the study area. These documents highlight existing concerns with the transportation infrastructure in the area, including speeding concerns along the roads in the study area that lead to the middle and high schools and a lack of infrastructure connectivity for students that walk and bike.

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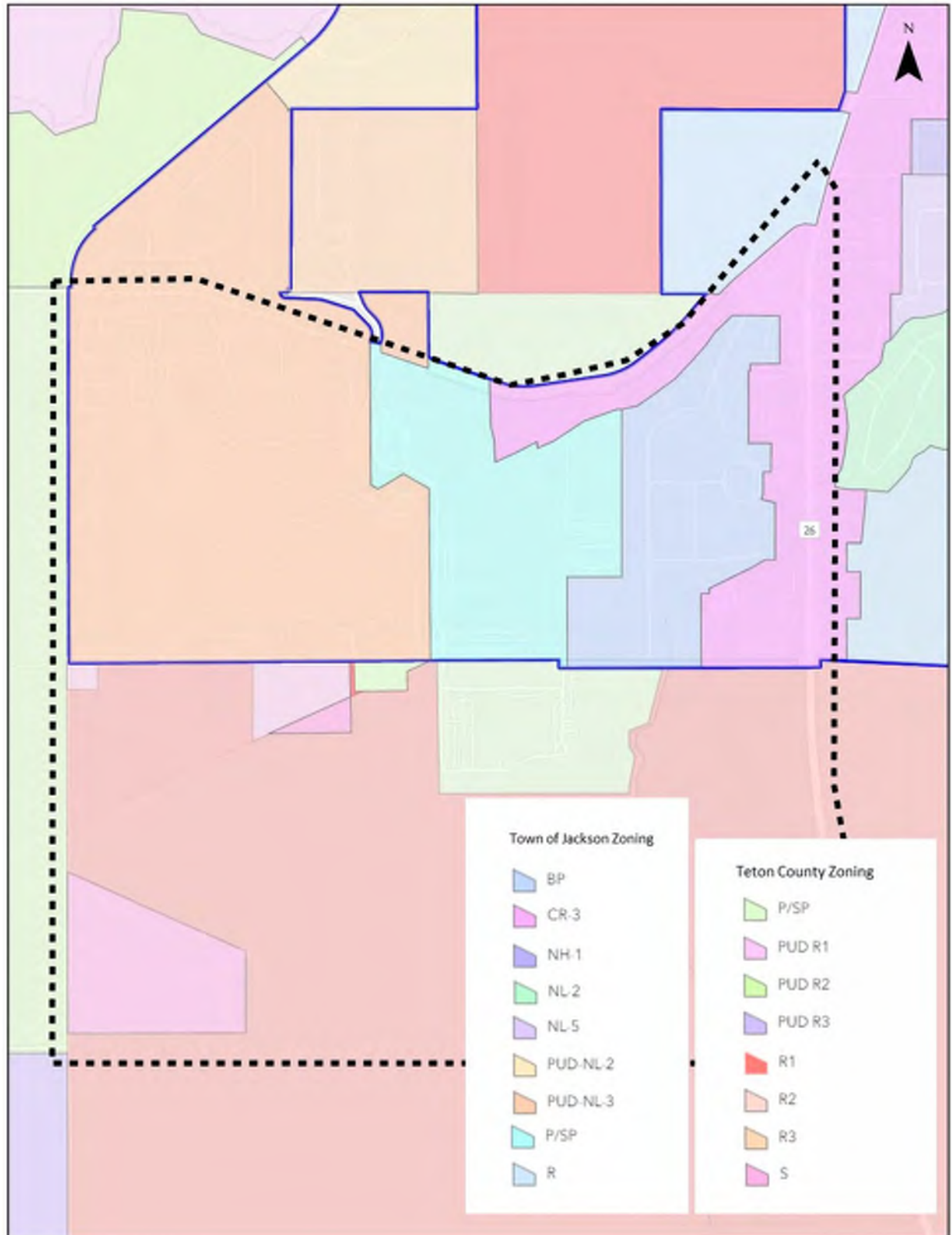


FIGURE 9: TOWN OF JACKSON AND TETON COUNTY ZONING

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C. Traffic Safety

(1) Crash Data and Analysis

Crash data was obtained from WYDOT for the period of 01/01/2020 to 12/31/2022. The data showed that 130 crashes occurred in the study area over the 3-year period. Notable crash trends are summarized below and shown in **Figure 11** through **Figure 17**.

The crash data collected includes the period of time during the COVID-19 pandemic. Generally, lower traffic volumes are observed during the pandemic due to the work-from-home policies that were implemented during that time. This may have impacted the total number of crashes that were observed during the data collection period. In addition, crash data does not include near-misses or unreported crashes, so while crash data is a good barometer of locations with safety issues, it does not necessarily represent all safety issues and concerns.

A heatmap of common crash locations is shown in **Figure 10**. Crash reports are attached in **Appendix D**.

- o 108 crashes (83%) were property damage only and 20 crashes (15%) resulted in an injury. There were no fatalities in the dataset.
- o 16 crashes (12%) occurred in unlighted dark conditions, and 9 crashes (7%) occurred in lighted dark conditions. 3 crashes (2%) occurred during dawn/dusk or dark hours.
- o The most prevalent crash types were angle (55 crashes, 42%), rear end (28, 21%), and sideswipe (8, 6%).
- o 51 crashes (39%) occurred on icy or snowy surfaces and 12 crashes (9%) occurred on wet surfaces.
- o A total of 2 pedestrian and 2 bicycle crashes occurred. 12 crashes were caused by collisions with deer and elk.
 1. Both pedestrian crashes were non-intersection crashes on US-89 between MP 152 and 153. Both pedestrian crashes resulted in a suspected or possible injury. One pedestrian crash occurred during daylight hours but under snow conditions, and the other pedestrian crash occurred during dark hours under dry conditions.
 2. Both bicycle crashes occurred at South Park Loop Road at Gregory Lane, and both crashes resulted in a suspected or possible injury. Both bicycle crashes occurred during daylight hours under dry conditions.
 3. Primary contributing factors for these crashes included driving too fast for conditions and a failure to yield the right-of-way.
- o 6 crashes (5%) were caused by a vehicle being operated under the influence of drugs/alcohol.
- o No one year within the dataset had a notable increase in the total number of crashes.
- o Probable known causes included: failure to yield right-of-way (41 crashes, 31%), excessive speed/distracted driving (28 crashes, 21%), following too closely (19 crashes, 15%). 17 crashes had no apparent contributing factor (13%).

General safety needs are noted below:

- 1) A significant percentage of crashes occur during dark hours which indicates that the lack of lighting that is discussed in the previous section is causing a safety concern. The existing street lighting may not be enough to mitigate crashes occurring during dark hours.
- 2) The high number of angle crashes could be indicative that drivers in the study area are accepting gaps that are not sufficient to clear the intersection. Excessive speed within

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the study area may also be contributing to the number of angle crashes, where gaps are shorter than expected due to oncoming vehicle speed. This is supported by the fact that 31% of crashes are caused by a failure to yield the right of way. This problem could be present at unsignalized intersections or signalized intersections with permissive signal phasing.

- 3) The high percentage of crashes occurring on icy or snowy surfaces may be in part due to the extended periods of snowfall and winter conditions in the study area but may also indicate that improvements could be made to snow removal procedures.
- 4) Both pedestrian crashes occurred under non-ideal conditions, including dark hours or snow/winter conditions. This indicates a need for improved pedestrian and multimodal infrastructure so that people can take non-motorized trips in the study area.

The high percentage of crashes caused by excessive speed indicates that there is an issue with vehicles driving too fast in the study area. This is supported by community comments that vehicles drive too fast in the study area and that safety countermeasures should be installed to mitigate excessive speed.

High crash locations were observed along US-89 at both signalized and unsignalized intersections. The following locations were identified as high-crash locations from the data in **Figure 10**:

- **US-89 at South Park Loop Road**

The intersection of US-89 and South Park Loop Road is controlled by a traffic signal. This intersection experienced 18 crashes during the data collection period. Of these, the following crash statistics were observed:

- o The crash type breakdown was: 10 Angle (55%), 3 Rear-End, 1 Head On, 1 Sideswipe, 1 Single Vehicle, 1 Animal, and 1 Pedestrian crash.
- o 13 of the crashes (72%) were property damage only. 4 crashes were classified as having a minor injury, and 1 crash was classified as having a potential injury.
- o There is a heavy eastbound left turn movement at this intersection with protected-permissive phasing for this movement. Vehicles making this left turn may be accepting gaps that are not sufficient to safely clear the intersection before opposing through vehicles enter the intersection, resulting in a high number of angle crashes.

- **US-89 at High School Road**

The intersection of US-89 at High School Road is controlled by a traffic signal. This intersection experienced 22 crashes during the data collection period. Of these, the following crash statistics were observed:

- o The crash type breakdown was: 8 Angle (36%), 7 Rear-End (32%), 2 Head On, 1 Sideswipe, and 4 Animal crashes (18%).
- o 19 of the crashes (86%) were property damage only. 2 crashes were classified as having a minor injury, and 1 crash was classified as having a potential injury.
- o The high number of animal-related crashes at this intersection is likely due to the proximity to the open space on the east and west sides of the intersection. The high number of angle crashes could be attributed to the northbound left movement attempting to make it through the intersection after the arrow, resulting in an angle crash with the southbound through movement.

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- **US-89 and Smith's Driveway**

The driveway entrance to Smith's shopping center from US-89 is unsignalized. This intersection experienced 16 crashes during the data collection period. Of these, the following crash statistics were observed:

- o The crash type breakdown was: 14 Angle (88%), 1 Single Vehicle, and 1 Animal crash.
- o 13 of the crashes (81%) were property damage only, and 3 of the crashes were classified as having a possible injury.
- o The high number of angle crashes is likely due to vehicles entering and exiting the driveway. Given that this is an unsignalized intersection, vehicles may accept gaps that are too short to safely clear the intersection, resulting in angle crashes.

- **US-89 and Stellaria Lane**

The intersection of US-89 and Stellaria Lane is unsignalized. This intersection experienced 12 crashes during the data collection period. Of these, the following crash statistics were observed:

- o The crash type breakdown was: 9 Angle (75%), 2 Sideswipe, and 1 Rear-End crash.
- o 10 of the crashes (83%) were property damage only, and 2 of the crashes were classified as having a minor injury.
- o The high number of angle crashes is likely due to left turning movements at the intersection. Given that this is an unsignalized intersection, vehicles may accept gaps that are too short to safely clear the intersection, resulting in angle crashes.

Crashes at key intersections were also scaled by the daily volume to compare low-crash and high-crash intersections. The results are shown in **Table 2**, which show that the intersection of South Park Loop Rd and Greory Lane has the highest percentage of crashes by volume. Generally, higher-volume intersections in the study area have a higher number of total crashes.

TABLE 2: PERCENTAGE OF TOTAL CRASHES BY VOLUME AT KEY INTERSECTIONS

Intersection	Total # Crashes	Total Daily Volume	Percentage of Crashes by Volume
High School Rd & US-89	22	30435	0.07%
S Park Loop Rd & US-89	18	31930	0.06%
US-89 & Shopping Entrance	16	25150	0.06%
US-89 & Stellaria Ln	12	25150	0.05%
US-89 & Huff Ln	8	25150	0.03%
S Park Loop Rd & Gregory Ln	6	7895	0.08%
High School Rd & Middle School Rd	2	7580	0.03%
High School Rd & Gregory Ln	1	6385	0.02%
S Park Loop Rd & Boyles Hill Rd	1	6265	0.02%

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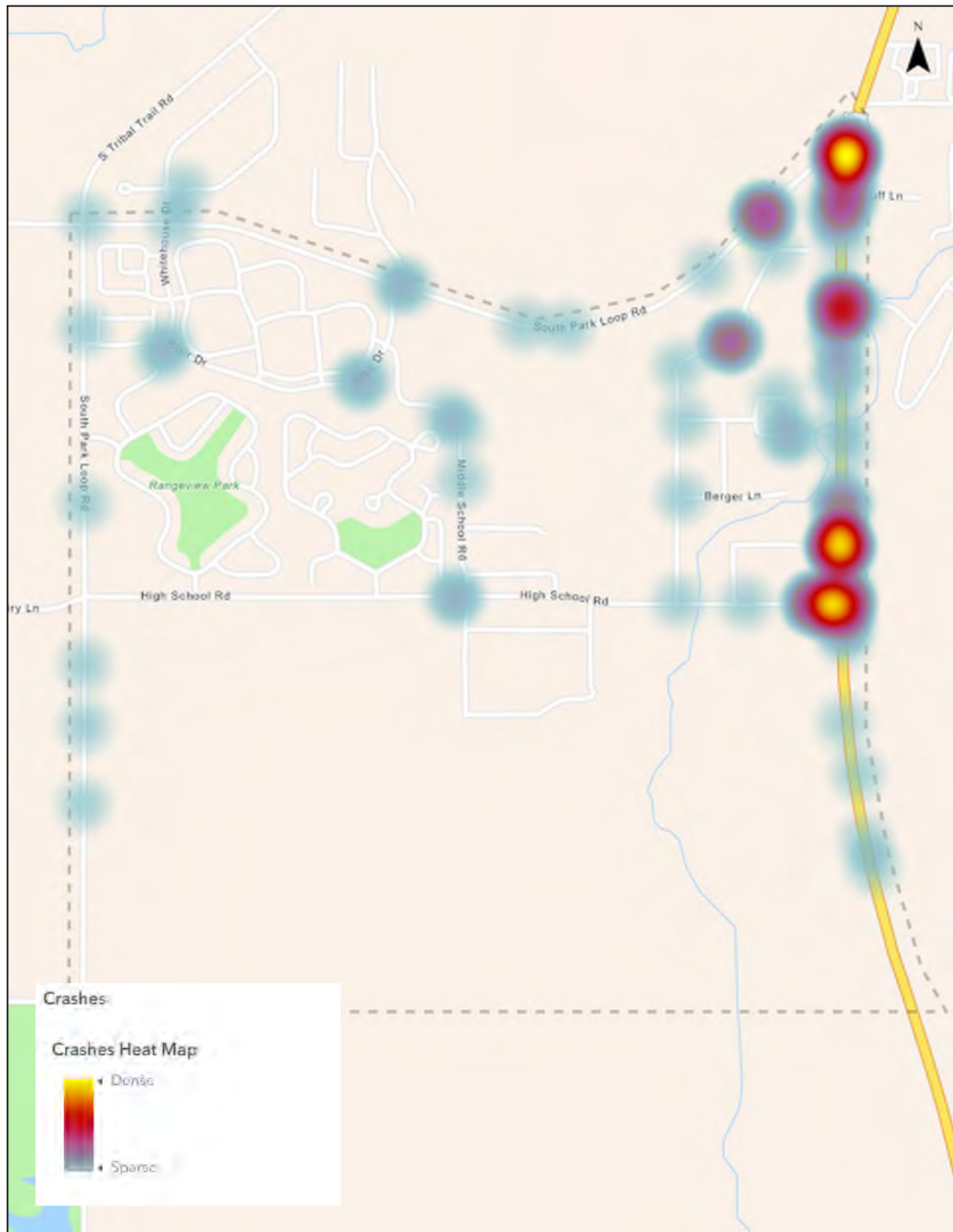


FIGURE 10: HEATMAP OF COMMON CRASH AREAS WITHIN THE WEST JACKSON STUDY AREA

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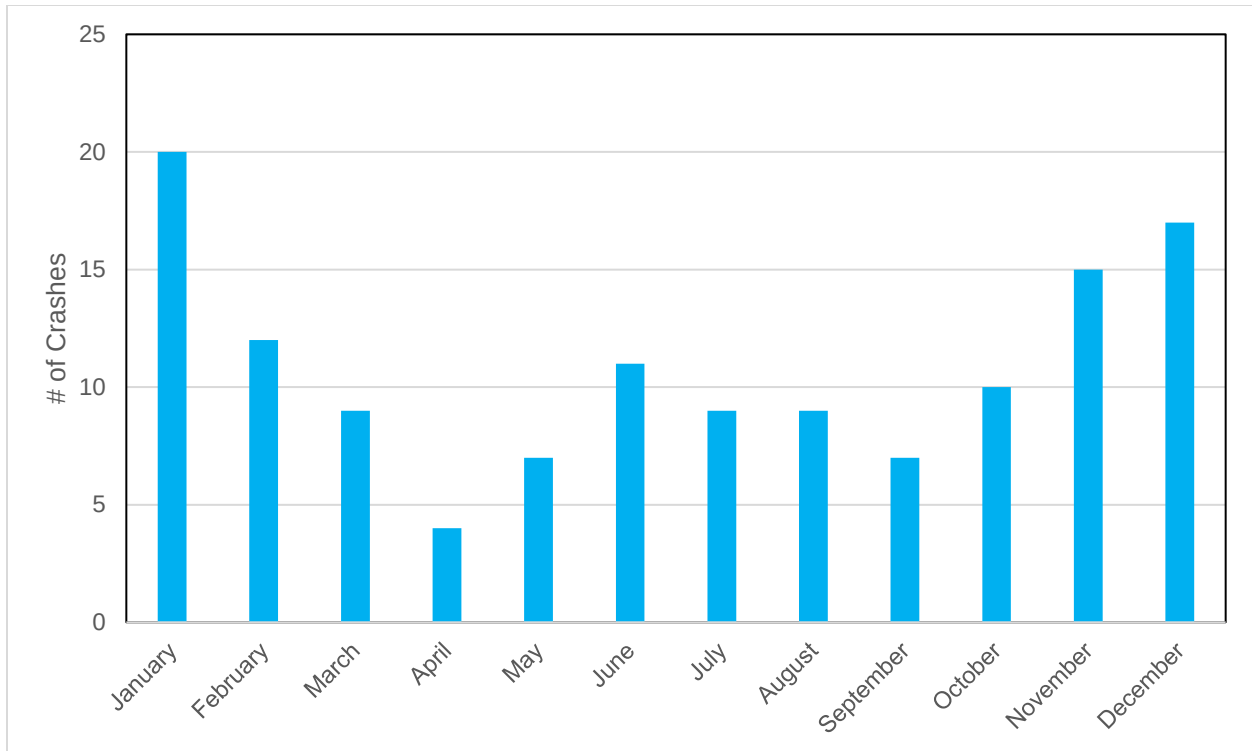


FIGURE 11: CRASH DISTRIBUTION BY MONTH

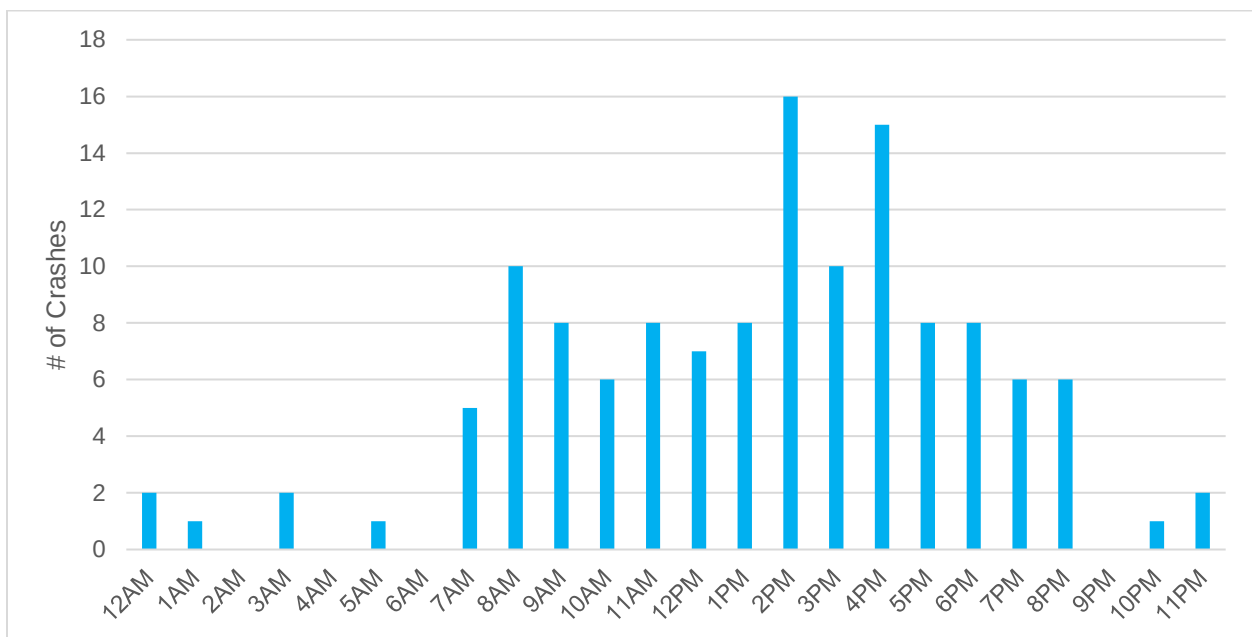


FIGURE 12: CRASH DISTRIBUTION BY HOUR OF DAY

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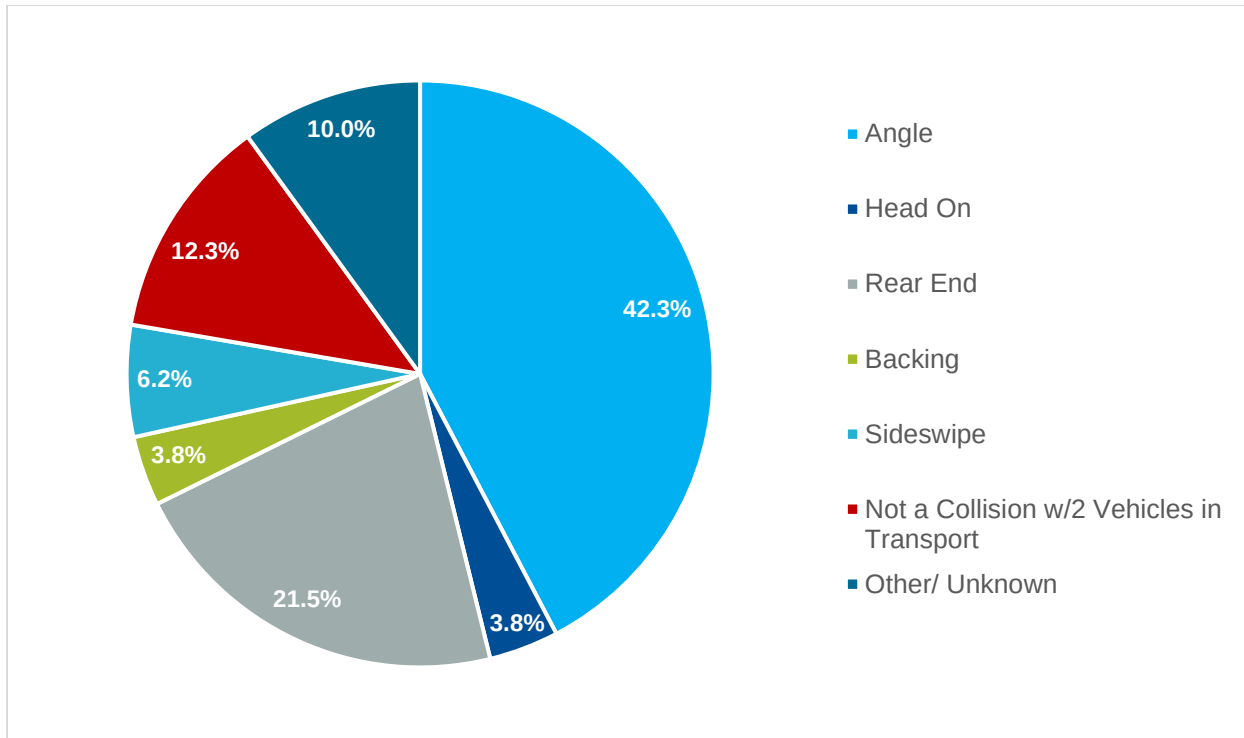


FIGURE 13: BREAKDOWN OF CRASH TYPE

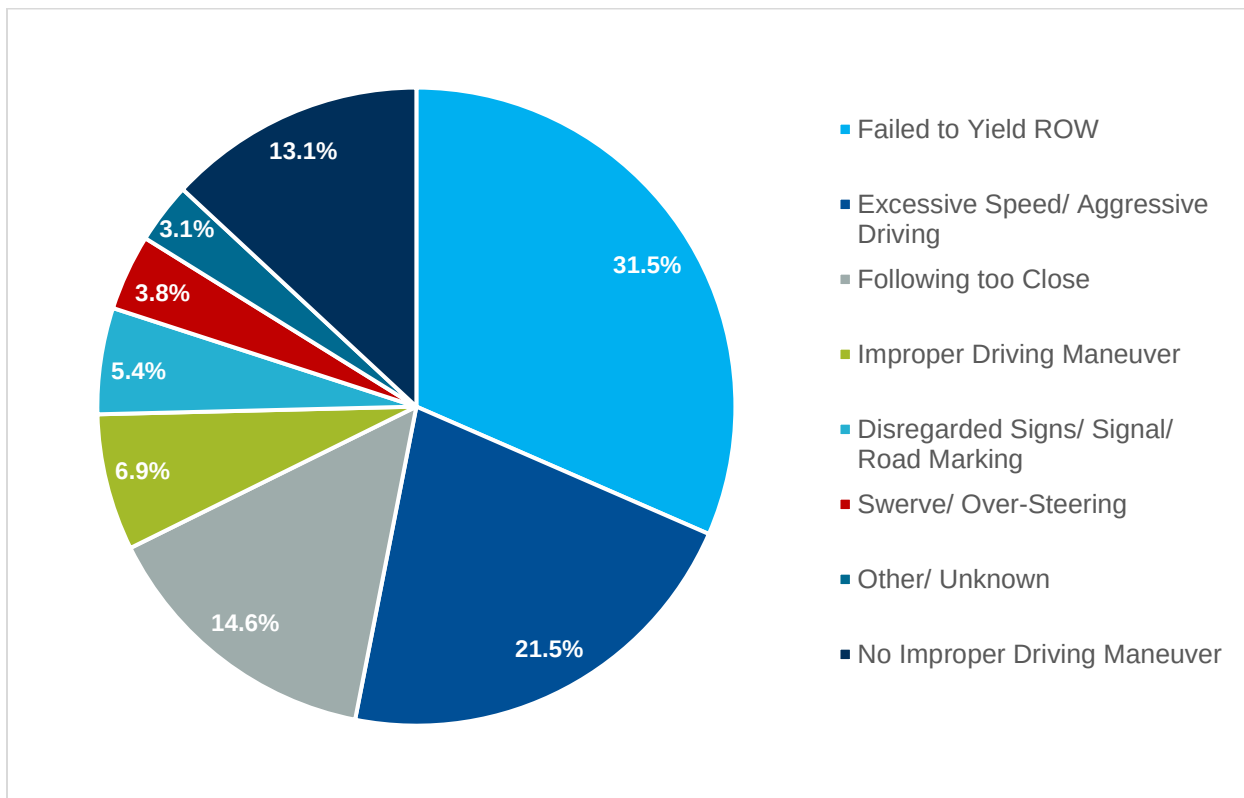


FIGURE 14: CRASHES BY PRIMARY CONTRIBUTING FACTOR

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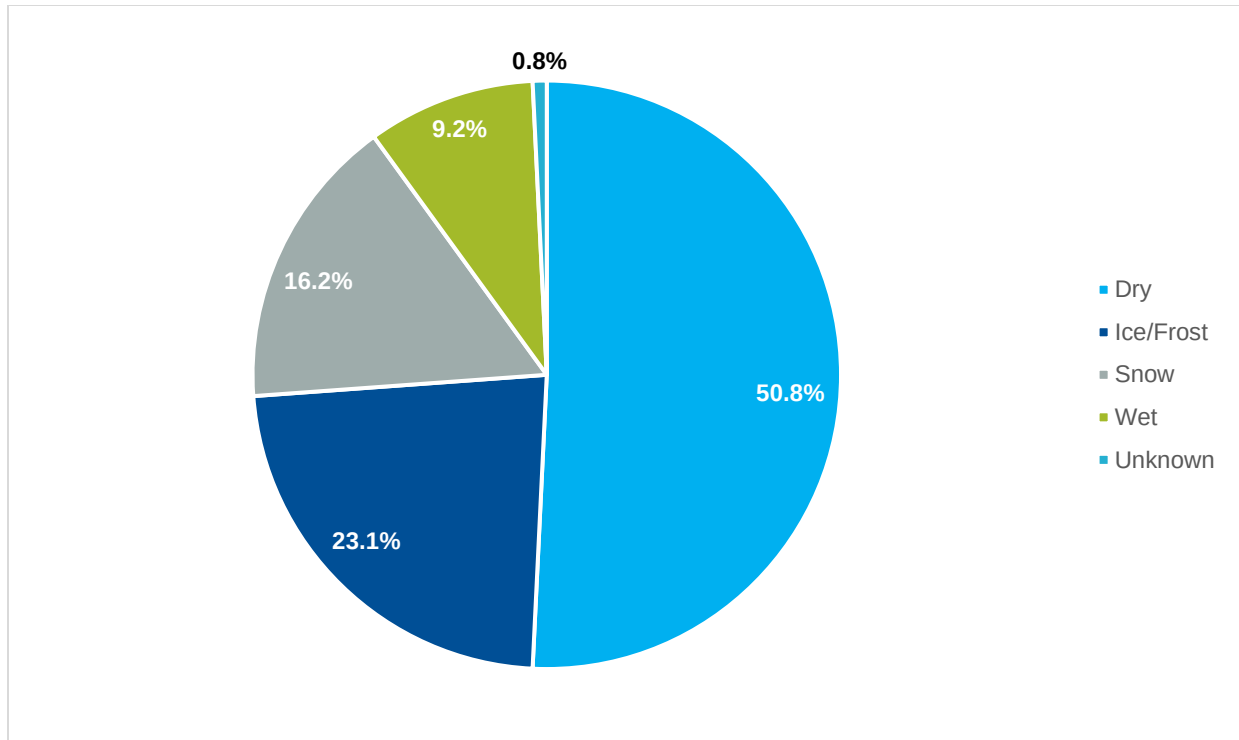


FIGURE 15: CRASHES BY ROADWAY CONDITION

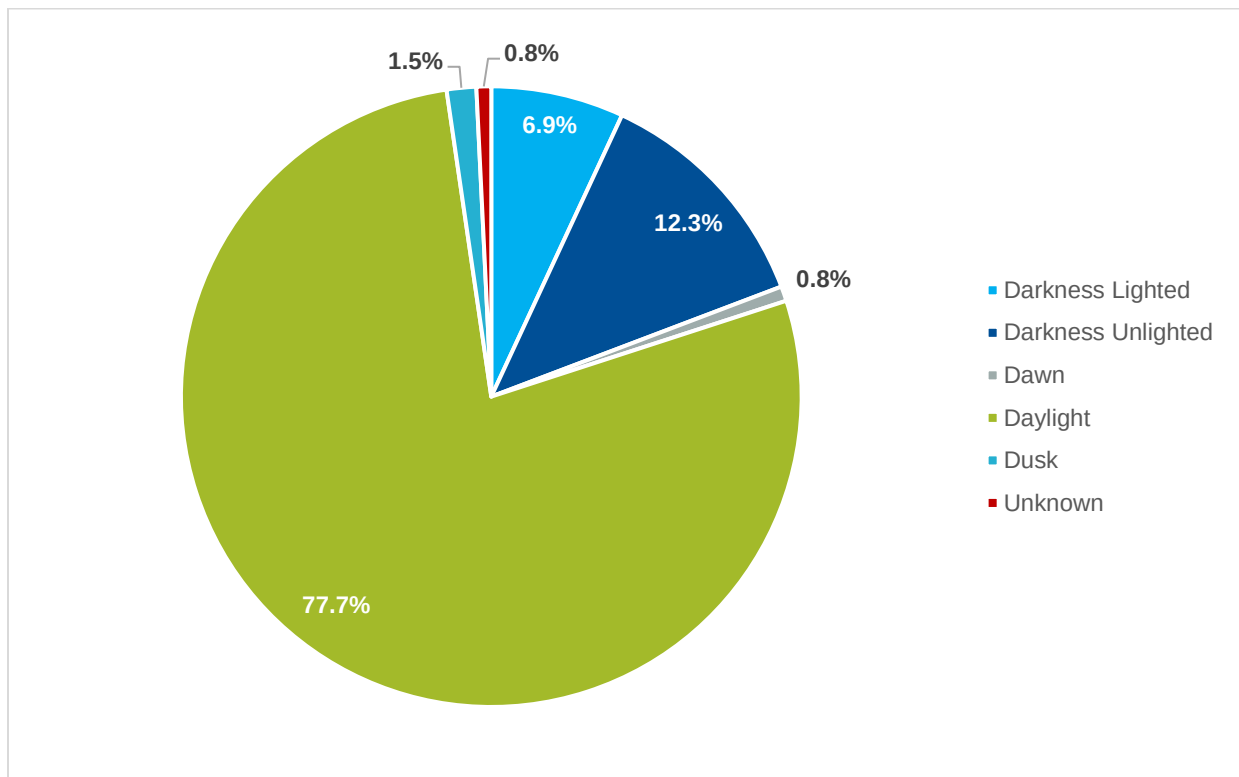


FIGURE 16: CRASHES BY LIGHTING CONDITION

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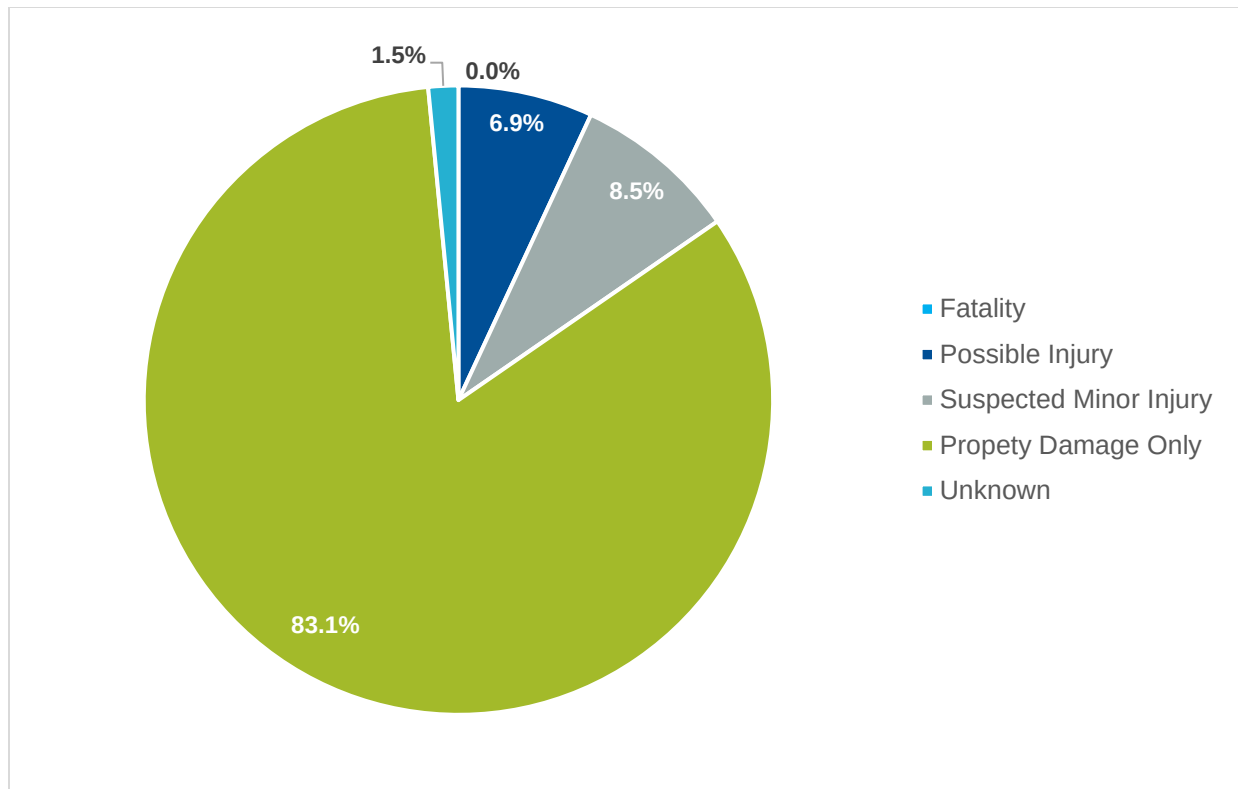


FIGURE 17: CRASHES BY SEVERITY

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D. Traffic Data Collection

New traffic data was collected on October 17, 2023. Turning Movement Counts (TMCs) were collected from 7 – 10 AM, 11 AM – 1 PM, and 2 – 6 PM at 14 intersection locations. The peak hours of these were averaged to determine the system-wide AM and PM peak hours for the study area, which was then compared to the school bell times in the study area. The AM system peak occurs at 8:00 AM, the Midday system peak occurs at 12:00 PM, and the PM system peak occurs at 3:45 PM. School bell times in the study area are as follows:

- Colter Elementary School: Morning Bell Time 8 AM, Afternoon Bell Time 2:45 PM
- Jackson Hole Middle School: Morning Bell Time 8:55 AM, Afternoon Bell Time 3:45 PM
- Jackson Hole High School: Morning Bell Time 9 AM, Afternoon Bell Time 3:50 PM
- Summit Innovations School: Morning Bell Time 8:50 AM, Afternoon Bell Time 3:55 PM

The bell times for schools in the study area correlate with the system peak hour that was determined by the analysis. Only the AM and PM peak hours were analyzed since the midday volumes were lower than either of the AM or PM peaks.

Average daily traffic (ADT), vehicle classification, and speed profiles were also collected on October 17, 2023, at key locations in the study area. The following sections describe the methodology and assumptions used when developing traffic volumes for the AM and PM peak hours.

(1) Existing Traffic Volumes

(a). Average Daily Traffic (ADT)

ADTs were collected at 8 locations within the study area. The range of bi-directional ADT values within the study area is between 1,300-7,300 vehicles/day. The lowest ADT was observed along Blair Drive east of Blair Place (1,318), while the highest ADT was observed on the South Park Loop Road between Middle School Road and Gregory Lane (7,330). Bi-directional ADT's can be seen in **Figure 18**. ADT data is attached in **Appendix A**.

(b). Intersection Counts (TMC)

TMCs were collected at 14 intersections within the study area. The system peak hours were evaluated to determine the peak hour capacity of key intersections in the study area. Volume balancing was performed on the intersection counts to accurately represent traffic flows within in the study area. TMC's for the AM and PM peak hours can be seen in **Figure 19** and **Figure 20**, respectively. Intersection counts are attached in **Appendix B**.

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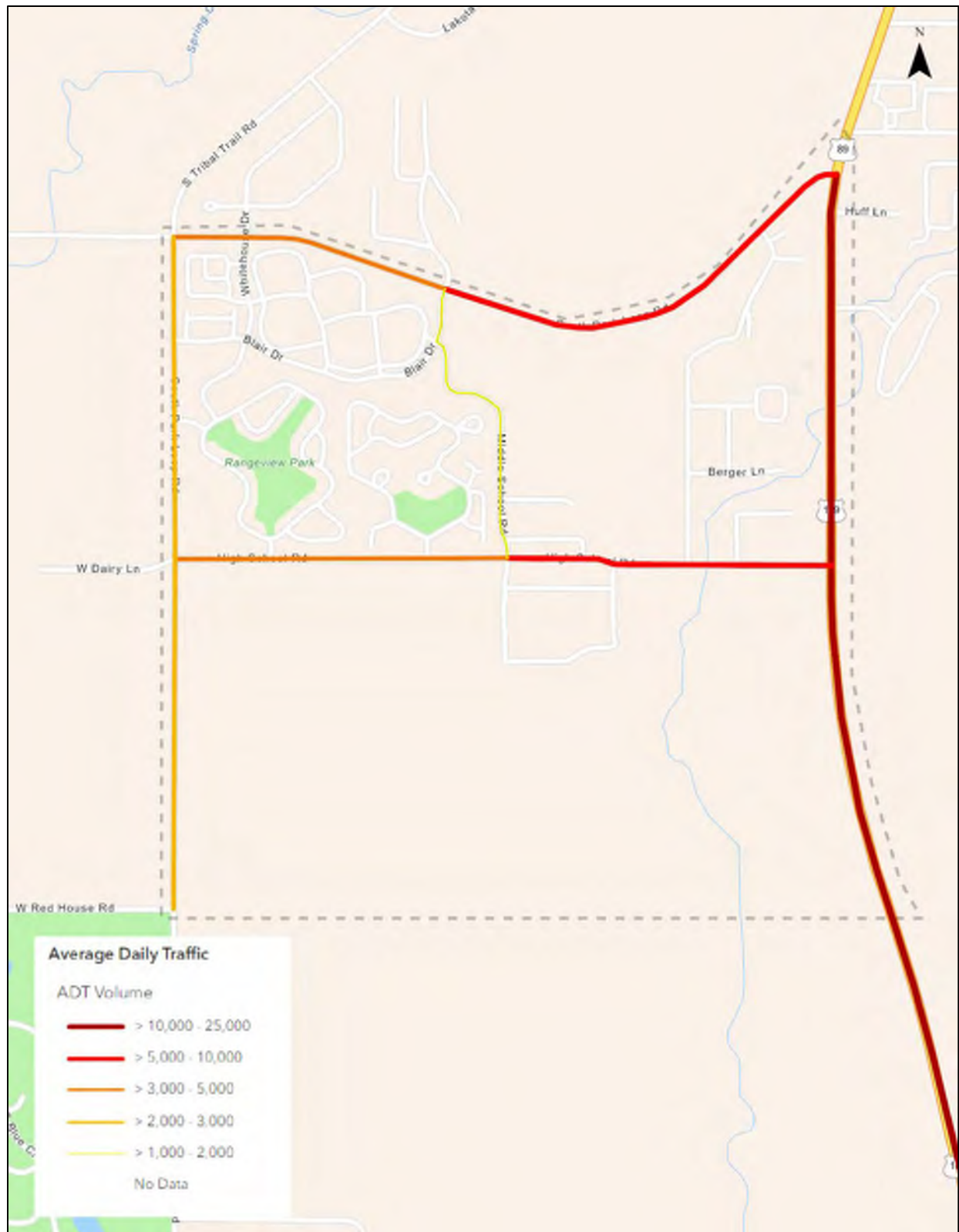


FIGURE 18: BI-DIRECTIONAL ADT ON ROADS WITHIN THE STUDY AREA

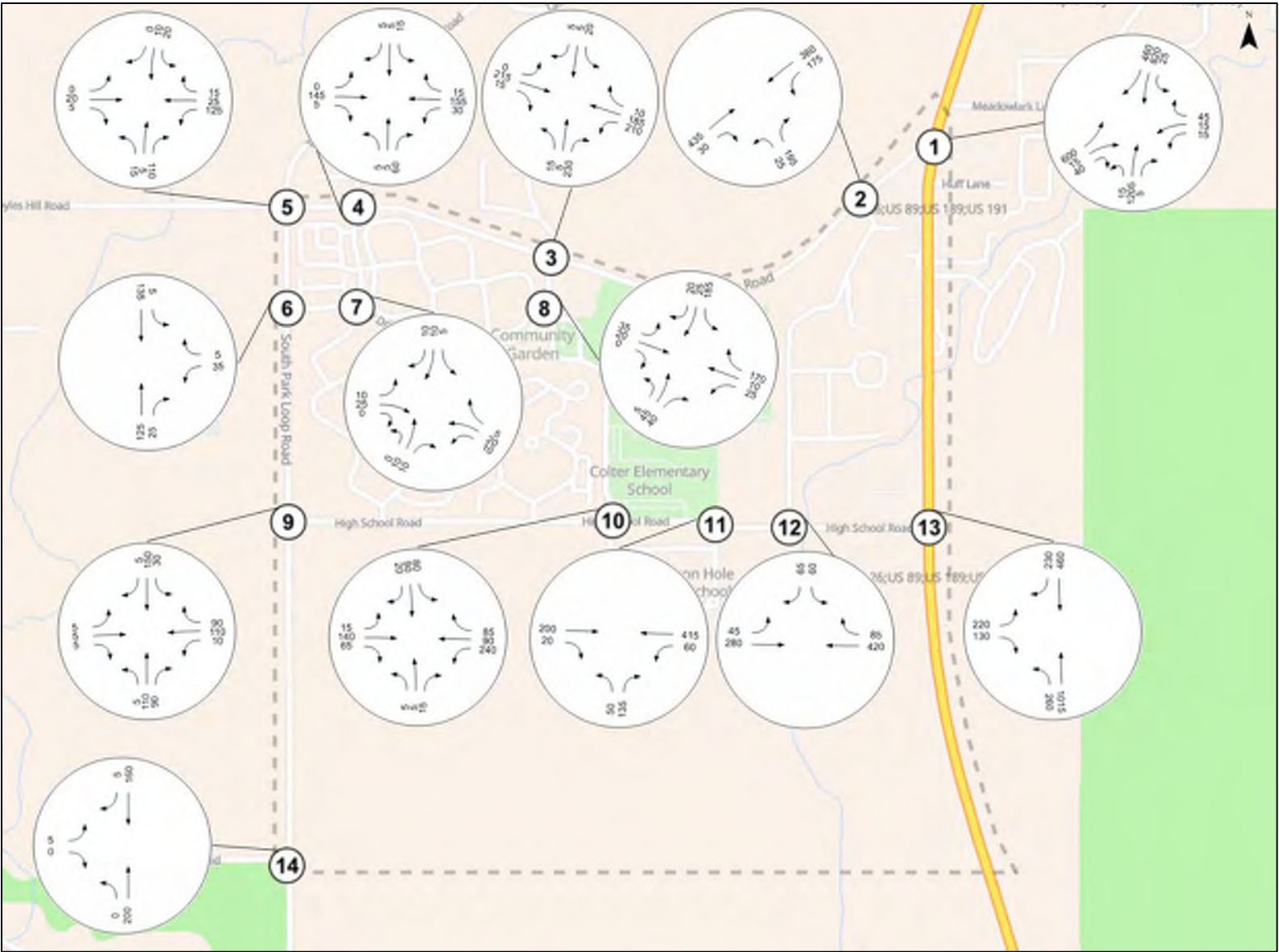


FIGURE 19: AM PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES

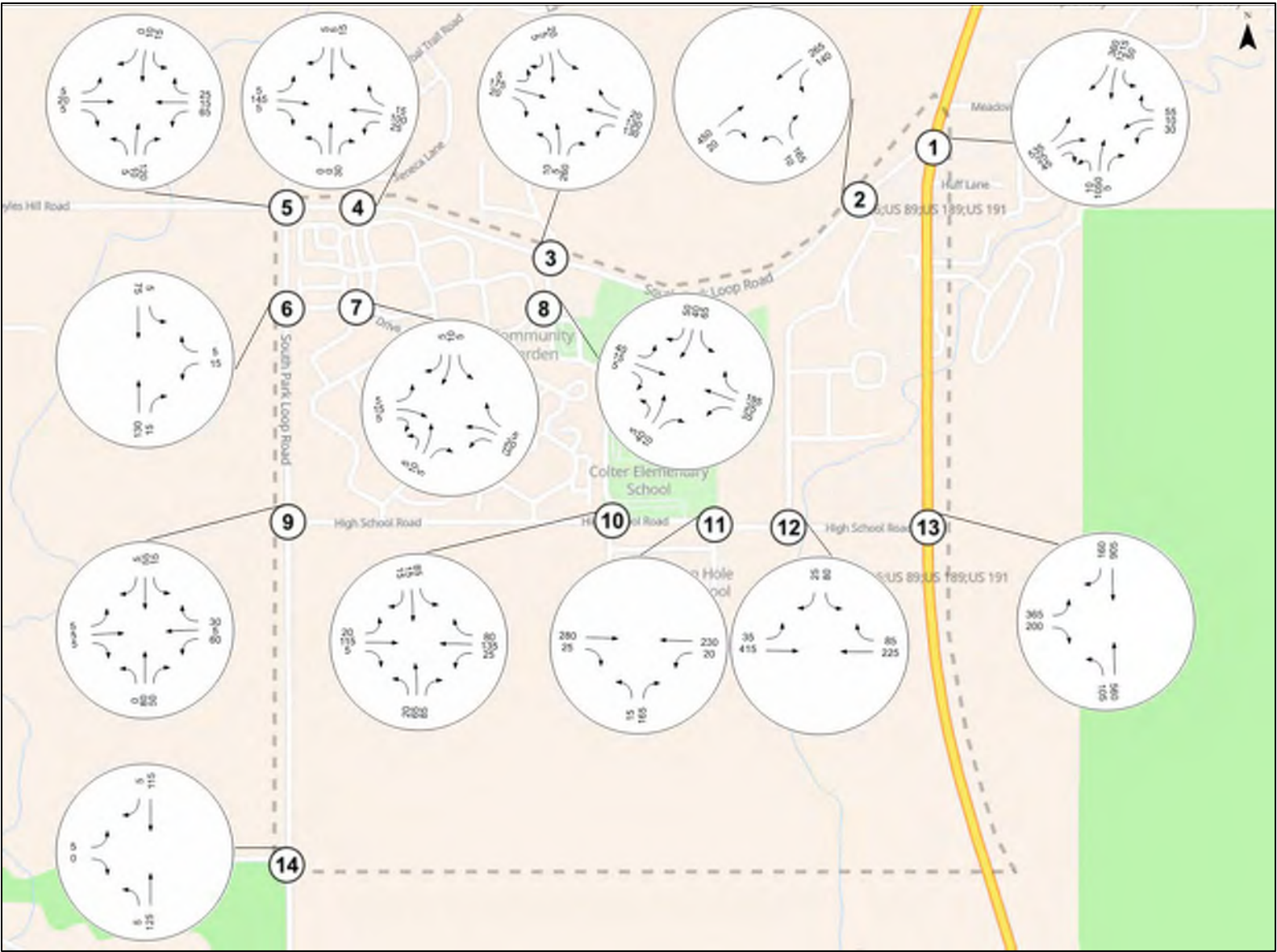


FIGURE 20: PM PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES

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(2) Vehicle Classification

The Federal Highway Association (FHWA) developed a standard vehicle classification system based on the number of axles on a vehicle. The primary vehicle classification on roadways in the study area is passenger vehicles, with approximately 90% passenger vehicles and 10% commercial vehicles. There were two count locations on South Park Loop Road that did not follow this trend, as outlined below:

(a). South Park Loop Road – South of High School Road

- **Northbound**
 - o 1,185 passenger vehicles, 260 trucks (82% vs. 18%)
- **Southbound**
 - o 1,116 passenger vehicles, 221 trucks (84% vs. 16%)

(b). South Park Loop Road – North of Rangeview Drive

- **Northbound**
 - o 963 passenger vehicles, 280 trucks (78% vs. 22%)
- **Southbound**
 - o 910 passenger vehicles, 160 trucks (85% vs. 15%)

(3) Travel Speed

Speeds were collected over a 24-hour period on October 17, 2023. The speeds were summarized at the segment level and reported as average speeds. Speeds on South Park Loop Road range from 30 – 40 mph, speeds on High School Road range from 20 – 30 mph, and speeds on Middle School Road range from 20 – 25 mph. Detailed speed data is available in **Figure 21**, and the comparison of speeds by location is shown in **Figure 22** through **Figure 29**. Speed and vehicle classification data is attached in **Appendix C**.

At one of the eight locations where speed data was recorded, the 85th percentile speeds were 10 mph higher than the posted speed limit, which indicates a speeding problem. The location where this was recorded was on High School Road west of Gregory Lane, which also indicates an additional safety concern due to the proximity to the schools in the area. 10 mph or more over the posted speed limit is generally considered an “enforceable speed” at which citations are issued for speeding. Even though the 85th Percentile speed only exceeds this threshold at one location, speeding can be considered an issue on the other roads where the 85th percentile speed is 20% or more faster than the posted speed limit.

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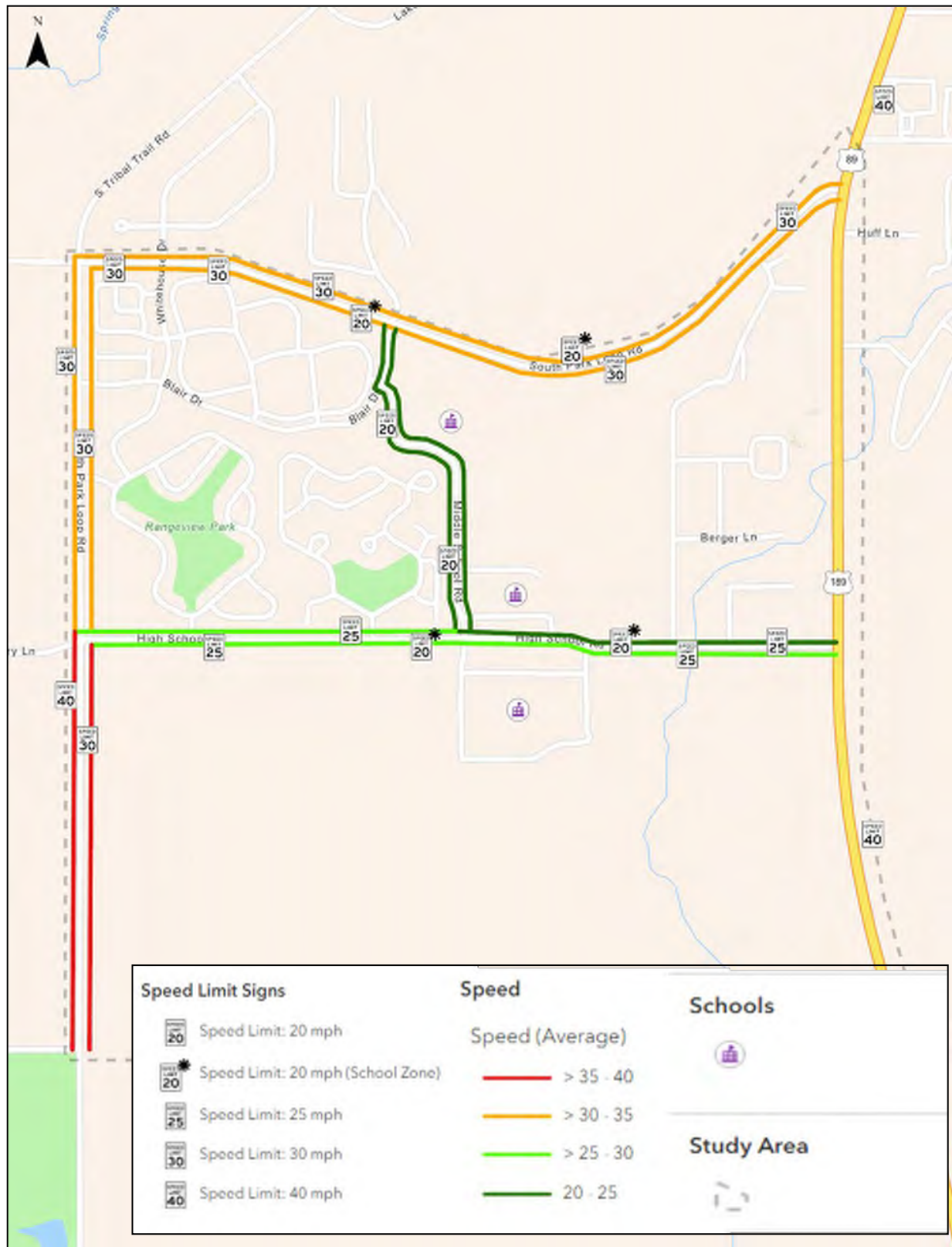


FIGURE 21: SPEED MAP OF CORRIDORS WITHIN STUDY AREA

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FIGURE 22: BLAIR DRIVE EAST OF BLAIR PLACE
POSTED SPEED LIMIT IS 20 MPH; 85TH PERCENTILE SPEED IS WITHIN 10 MPH OF POSTED SPEED.



FIGURE 23: HIGH SCHOOL ROAD WEST OF GREGORY LANE
POSTED SPEED LIMIT IS 20 MPH; 85TH PERCENTILE SPEED EXCEEDS 10 MPH HIGHER THAN THE POSTED SPEED.

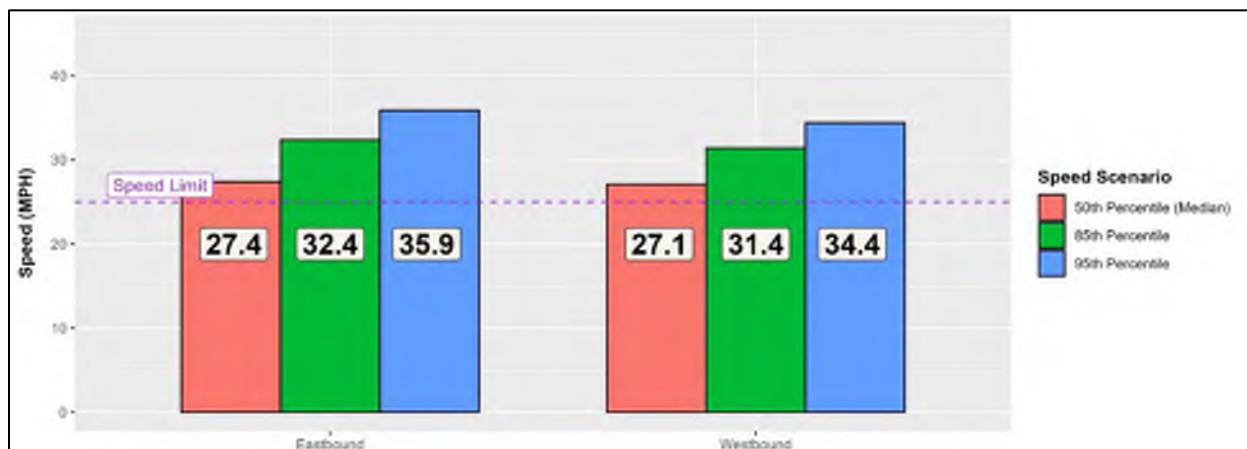


FIGURE 24: HIGH SCHOOL ROAD WEST OF MIDDLE SCHOOL ROAD
POSTED SPEED LIMIT IS 25 MPH; 85TH PERCENTILE SPEED IS WITHIN 10 MPH OF POSTED SPEED.

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FIGURE 25: MIDDLE SCHOOL ROAD NORTH OF HIGH SCHOOL ROAD
POSTED SPEED LIMIT IS 20 MPH; 85TH PERCENTILE SPEED IS WITHIN 10 MPH OF POSTED SPEED.

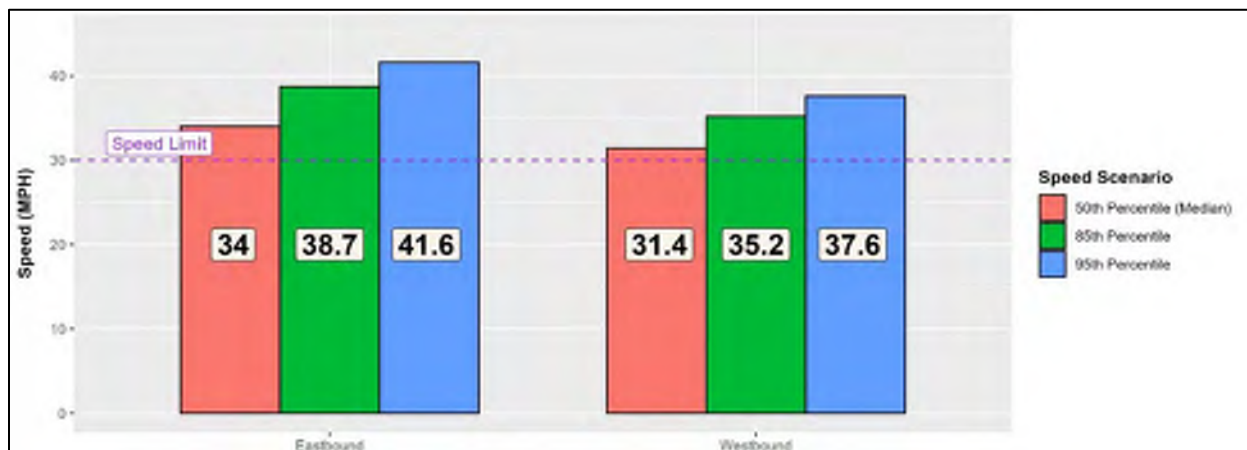


FIGURE 26: SOUTH PARK LOOP ROAD EAST OF WHITEHOUSE DRIVE
POSTED SPEED LIMIT IS 30 MPH; 85TH PERCENTILE SPEED IS WITHIN 10 MPH OF POSTED SPEED.

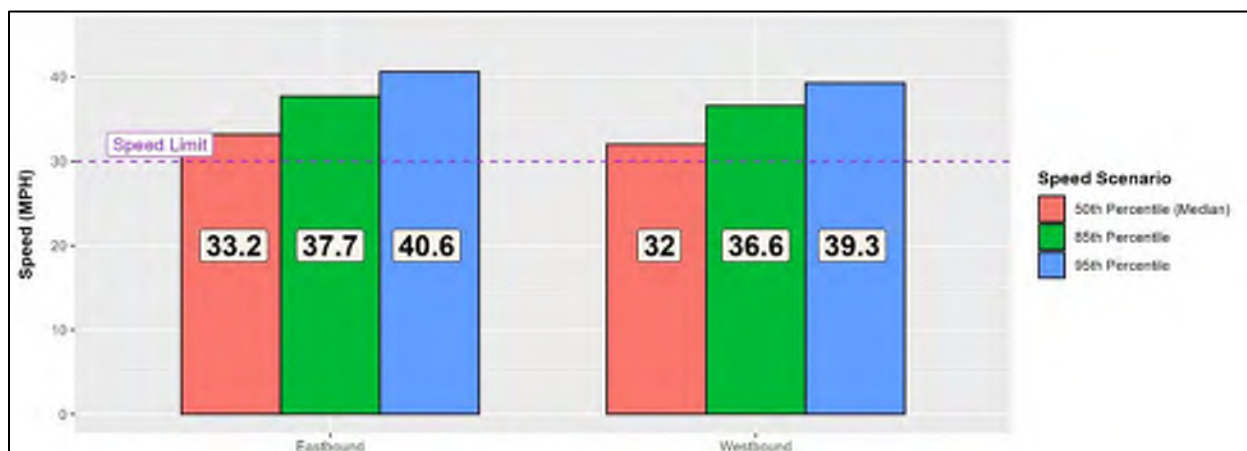


FIGURE 27: SOUTH PARK LOOP ROAD NORTH OF RANGEVIEW DRIVE
POSTED SPEED LIMIT IS 30 MPH; 85TH PERCENTILE SPEED IS WITHIN 10 MPH OF POSTED SPEED LIMIT.

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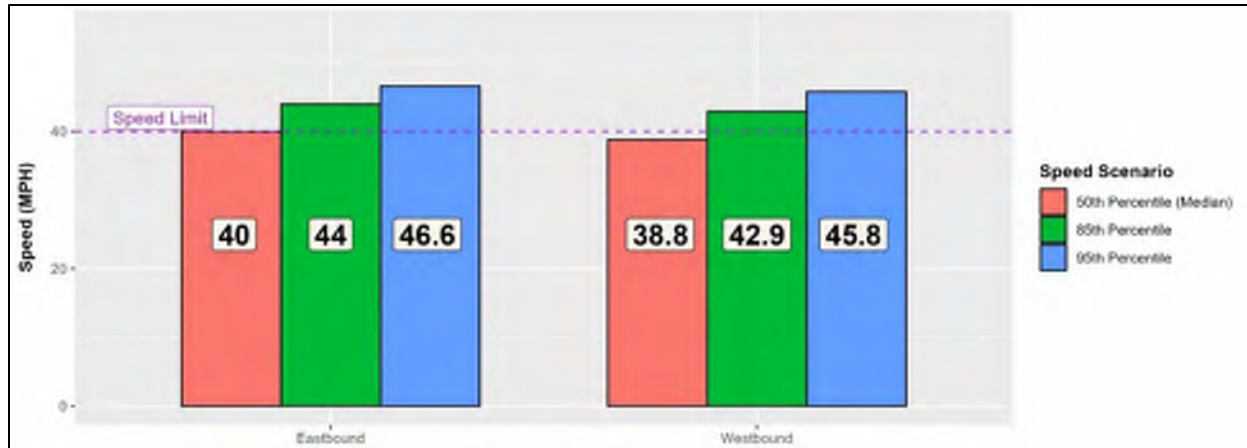


FIGURE 28: SOUTH PARK LOOP ROAD NORTH OF HIGH SCHOOL ROAD
POSTED SPEED LIMIT IS 40 MPH; 85TH PERCENTILE SPEED IS WITHIN 10 MPH OF POSTED SPEED.

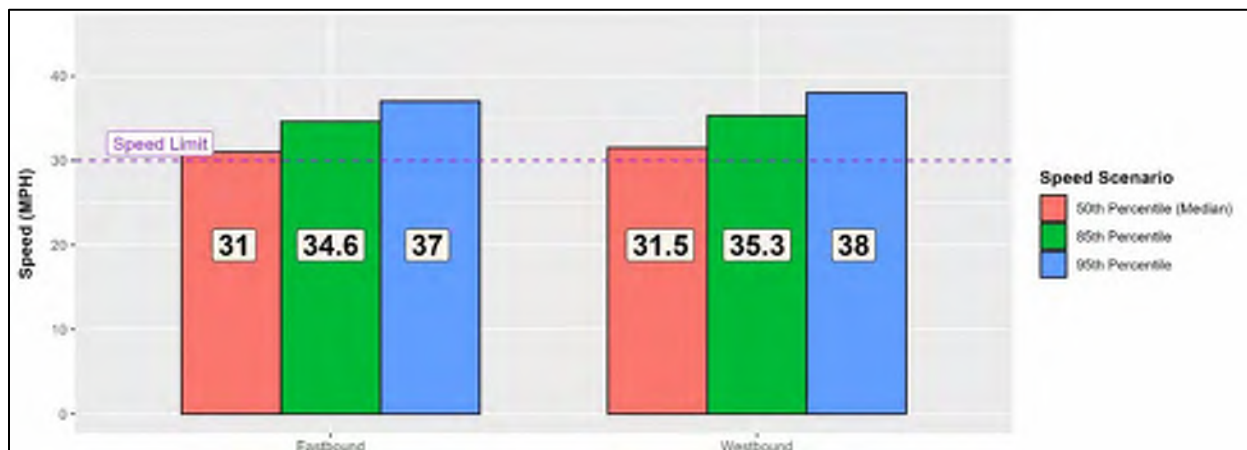


FIGURE 29: SOUTH PARK LOOP ROAD WEST OF GREGORY LANE
POSTED SPEED LIMIT IS 30 MPH; 85TH PERCENTILE SPEED IS WITHIN 10 MPH OF POSTED SPEED.

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(4) Travel Trends

Replica HQ is an online big data source that uses probe data sources and an activity-based model (ABM) which sources demographic data to produce an estimate of the trip-making behavior in an area. Replica was used in the West Jackson study area to estimate the mode share distribution, trip purpose distribution, and trip length distribution. **Figure 30** through **Figure 33** show the travel trends extracted for the study area.

High-level trends from Replica show that:

- Most trips in the study area are taken with a private vehicle (56%). 12% of trips taken in the study area are walking trips, and 1.5% are biking trips. There is a negligible amount of Transportation Network Company (TNC) trips, such as Uber, Lyft, and taxi trips, taken in the study area. Transit trips account for less than 1% of the total mode share in the study area. Transit service will be discussed further in the sections below.

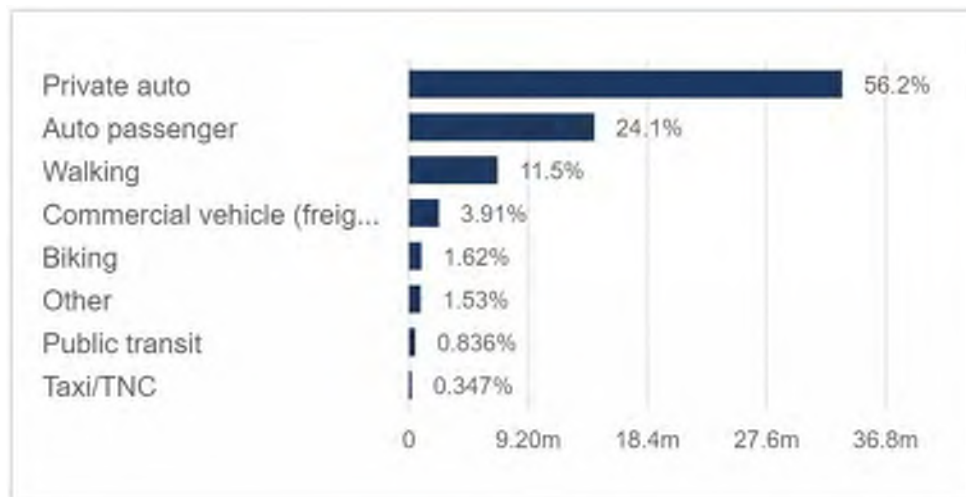


FIGURE 30: MODE SHARE BREAKDOWN

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- Home-based trips (33%) and shopping trips (17%) are the two most common trip purposes in the study area. School trips account for almost 5% of the trip purposes in the study area.

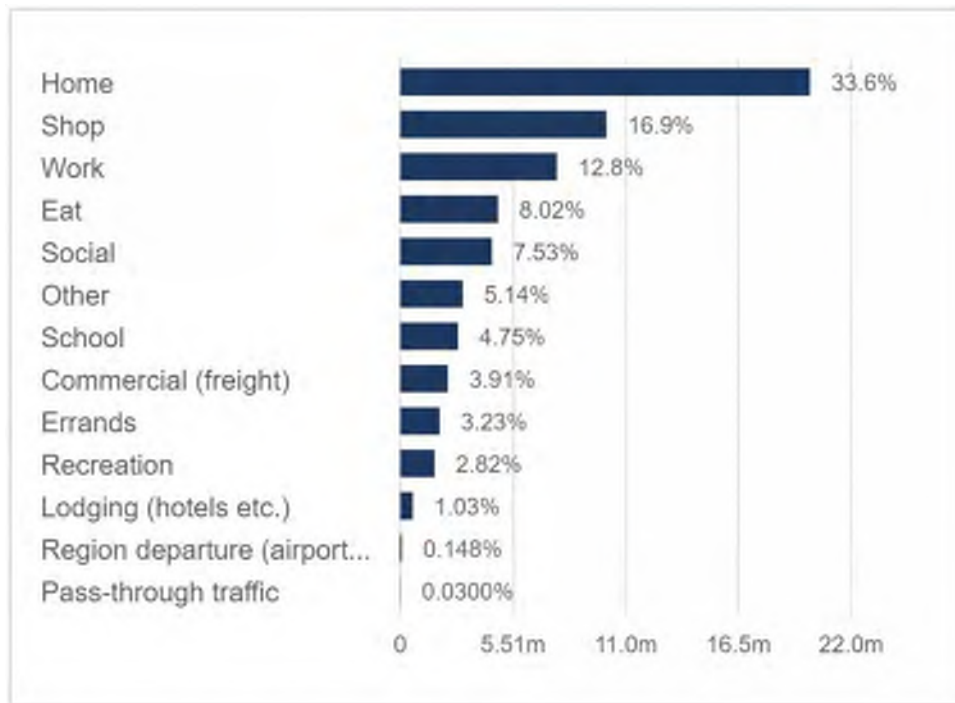


FIGURE 31: TRIP PURPOSE BREAKDOWN

- 71% of all trips taken at least partially on roads in the study area are 20 minutes or less in duration. The average trip duration is 23.4 minutes, and the median trip duration is 12 minutes.

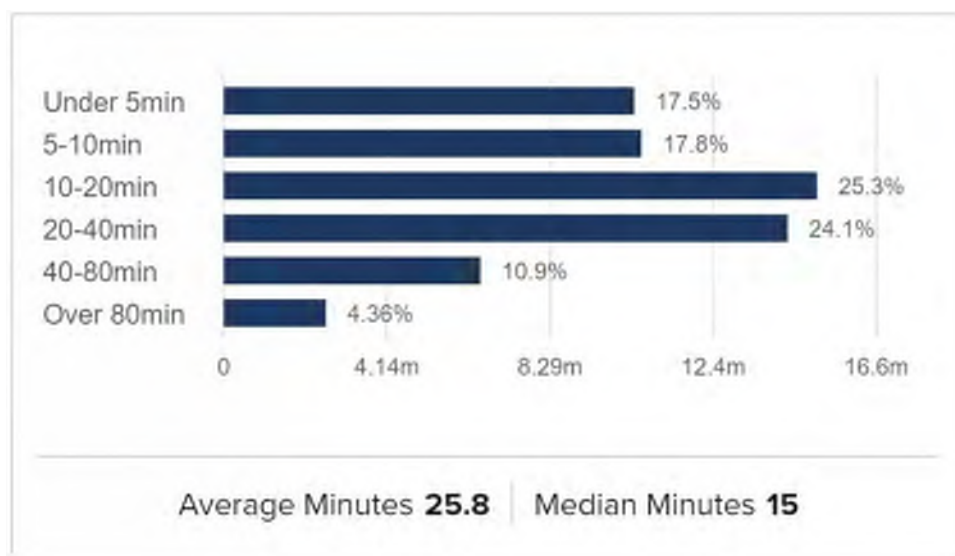


FIGURE 32: TRIP DURATION BREAKDOWN

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- The trip length distribution shows that 34% of trips taken on any roads in the study area are 2 miles or less in distance. This shows a significant percentage of trips are being taken within the study area or nearby downtown Jackson. These trips could have been completed by walking or bicycling with improved infrastructure, or transit with improved service. The average trip distance is 12.8 miles, and the median trip distance is 3.9 miles.

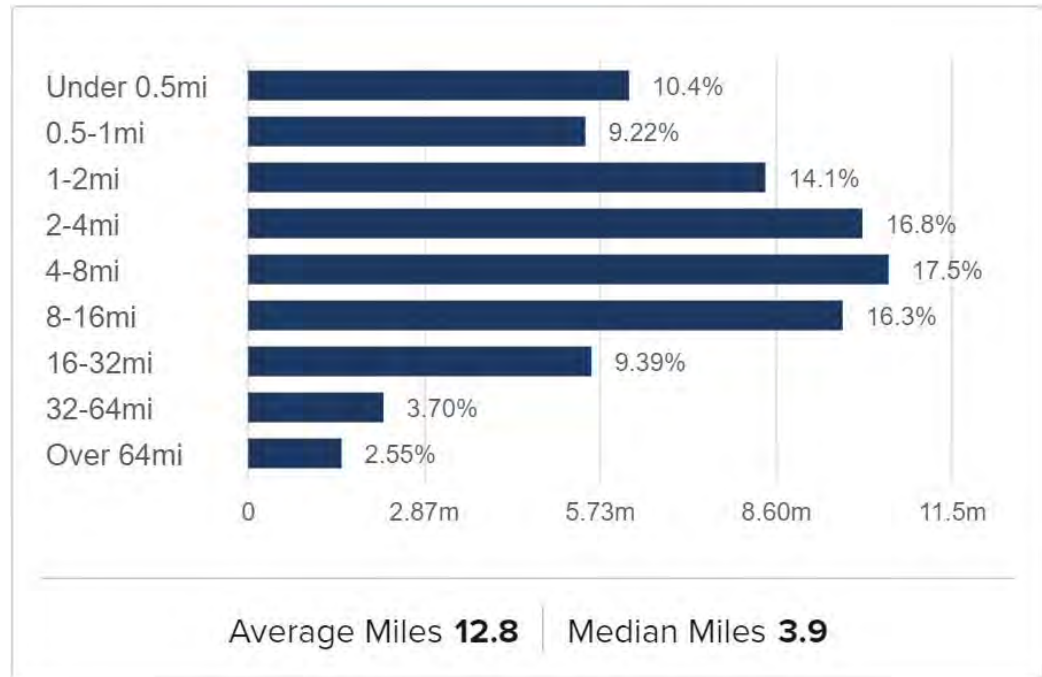


FIGURE 33: TRIP DISTANCE BREAKDOWN

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E. Multimodal Data

(1) Pedestrian and Bicycle Volumes

Peak hour pedestrian and bicycle volumes were collected as part of the peak period intersection counts on October 17, 2023. All street users (bicycles and pedestrian) are included in one count in this analysis. A comparison of other pedestrian and bicycle volume data sources will be conducted to ensure accuracy.

The intersections with the highest bicycle and pedestrian volumes are consistent in the AM and PM peak hours. High volume intersections include Middle School Road at Blair Place, High School Road at the eastern entrance to the high school, and High School Road at Middle School Road. High volume intersections are seen in front of schools and in residential areas, where there is a higher propensity for pedestrians, especially school children. Maps of the pedestrian and bicycle volumes for the AM and PM peak hours are included in **Figure 35** and **Figure 36**. It should be noted that due to colder weather during the time when the count data was collected, these pedestrian and bicycle volumes are likely lower than peak seasonal volumes.

The results of the data collection indicate that a high volume of school children are walking and biking to and from school each day, which emphasizes the need for improved multimodal facilities, discussed in the next section.

(2) Pedestrian and Bicycle Facilities

The pedestrian facilities are not uniform throughout the study corridor. There is a discontinuous network of sidewalks and shared use paths in the study area. Improving connectivity of the multimodal infrastructure can make it a more meaningful mode of transportation in the study area. Segments missing sidewalks and/or shared use paths include:

- High School Road east of Gregory Lane
- US-89 South of Flat Creek

There are crosswalks near schools and other institutions in the study area. It should be noted that some crosswalks do not connect to any sidewalks or shared use paths, such as the crossings on Middle School Road at the high school football field entrance. There are streetlights located at intersections in the residential areas within the study area. However, as described on pages 4-6, intersections along the main roads are often lacking street lighting, which can pose danger for multimodal users traveling to and from the institutions in the study area in the winter or during dark hours. The Bike/Ped infrastructure map in **Figure 37** shows all existing infrastructure in the study area.

(3) Bicycle Level of Traffic Stress

The Bicycle Level of Traffic Stress (LTS) is a measure of the “bikeability” of a street network. LTS is calculated with multiple variables including presence and type of bicycle facility, speed limit, and number of through lanes/traffic volume. The Level of Traffic Stress (LTS) (scale “1” to “4”) is a measure for assessing the quality of the street network for its comfort with various bicycle users. The lower the LTS score, the more inviting the bicycle facility is for more audiences. Bicycle LTS definitions and thresholds are provided by the Mineta Transportation Institute, Report 11-19. Additional descriptions of the LTS levels are shown in **Figure 34**.

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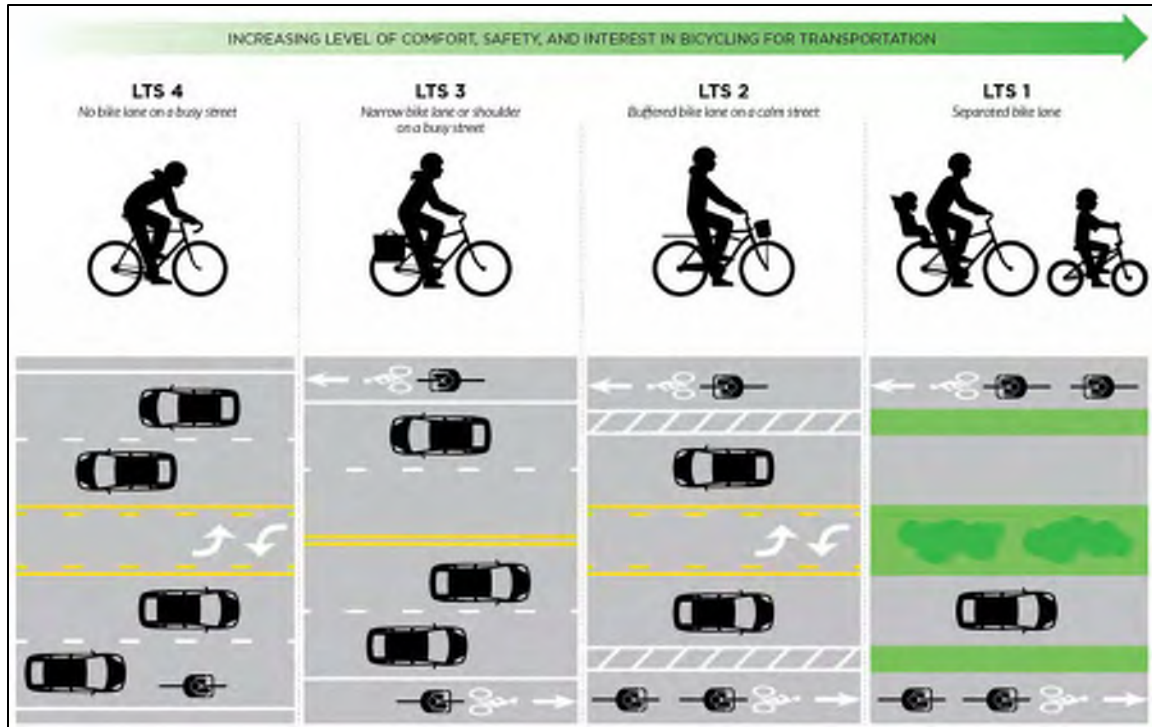


FIGURE 34: BICYCLE LTS DEFINITION

Four main roads in the study area were evaluated with a bicycle LTS analysis:

- South Park Loop Road: LTS 3
- High School Road: LTS 2 – 3
- Middle School Road: LTS 3
- US-89: LTS 4

The results of the analysis show that the level of traffic stress for most users on main roads in the study area is a 3 or 4, which indicates that bicycling in the study area is challenging for most users. This may discourage users from attempting multimodal trips. There are shared-use paths in the study area, but the network is discontinuous and does not always connect to other multimodal facilities. Improving multimodal access in the study area can reduce shorter trips taken in single-occupancy vehicles.

It should also be noted that this LTS analysis is representative of bicycling conditions in warm-weather months with dry conditions. The presence of snow and ice on the roadways increases the bicycle LTS due to snowfall covering lane lines and bike lanes.

(4) Transit Stops and Service Routes

The Southern Teton Area Rapid Transit (START) bus provides transit service to the Jackson Hole community. The START bus provides local transit services within the Town of Jackson and commuter service from surrounding towns to Jackson. As shown in **Figure 38**, the Teton Village South and Town Shuttle routes operate in the study area, and the Star Valley Route operates on US-89. There are 11 bus stops present in the study area. The Town Shuttle operates at 15-minute headways from 6:00 AM to 11:12 PM and the Teton Village South operates at 30-60 minute headways from 7:00 AM to 6:51 PM in the summer season.

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START ridership is still lower than pre-pandemic levels; however, transit ridership is recovering since the decrease in 2020 levels. In 2022, the Town Shuttle had an annual ridership of 279,000, and the Teton Village route had an annual ridership of 328,800. The 2023 annual ridership to date is showing an increase over 2022. Average daily transit ridership by route is shown in **Table 3**.

TABLE 3: AVERAGE DAILY TRANSIT RIDERSHIP

Route	Average Daily Ridership (2023)
Town Shuttle	920
Teton Village South	126
Star Valley	78

There are 11 bus stops in the study area, and multiple stops in the study area have transit amenities, such as a shelter and a bench. Those stops include:

- S Park Loop Rd & Middle School Rd
- Blair Dr & Middle School Rd
- Near the high school

The other stops in the study area do not have any transit amenities. Transit route and amenity information is displayed graphically in **Figure 38**.

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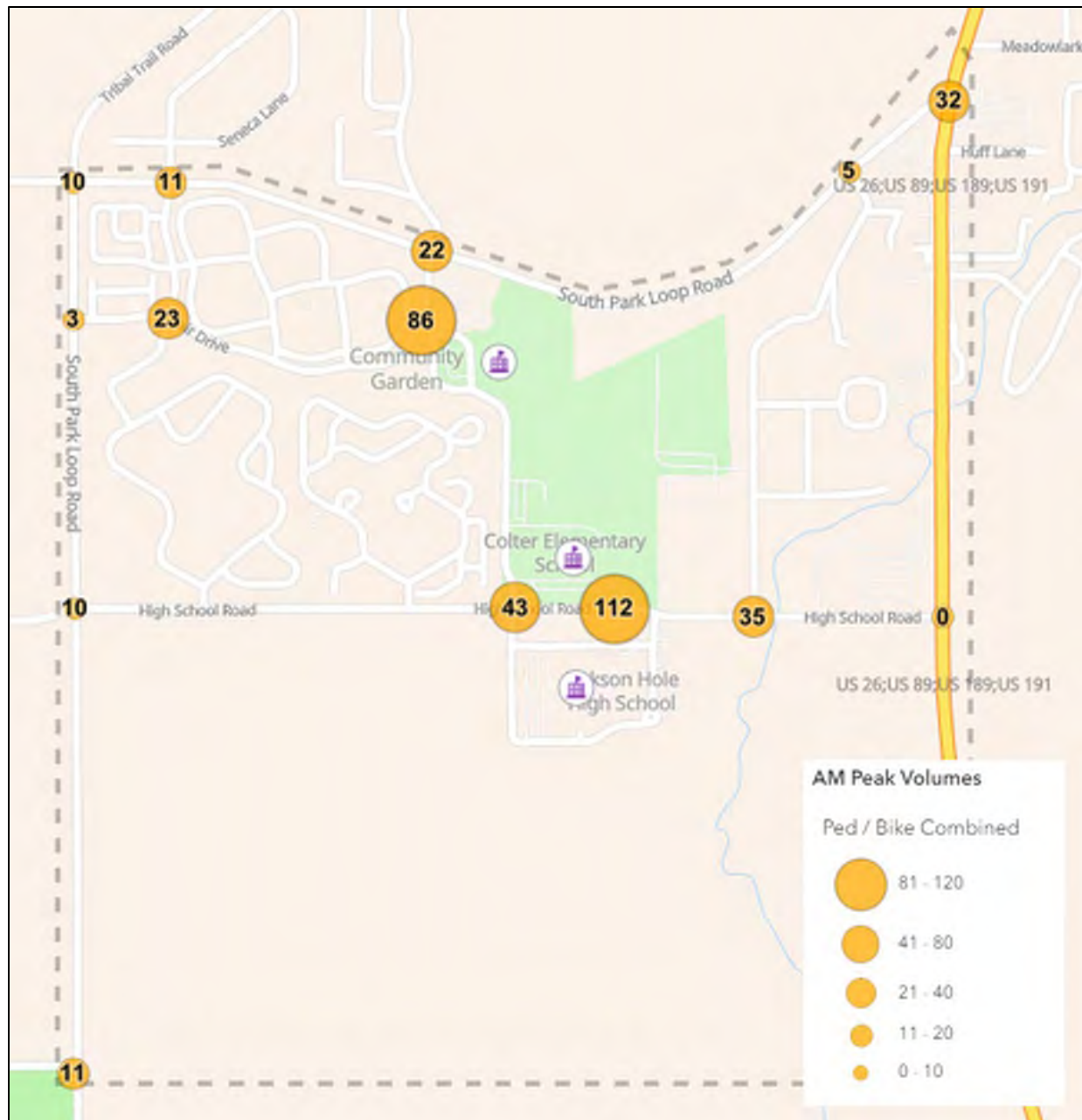


FIGURE 35: AM PEAK HOUR BICYCLE AND PEDESTRIAN VOLUMES

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FIGURE 36: PM PEAK HOUR BICYCLE AND PEDESTRIAN VOLUMES

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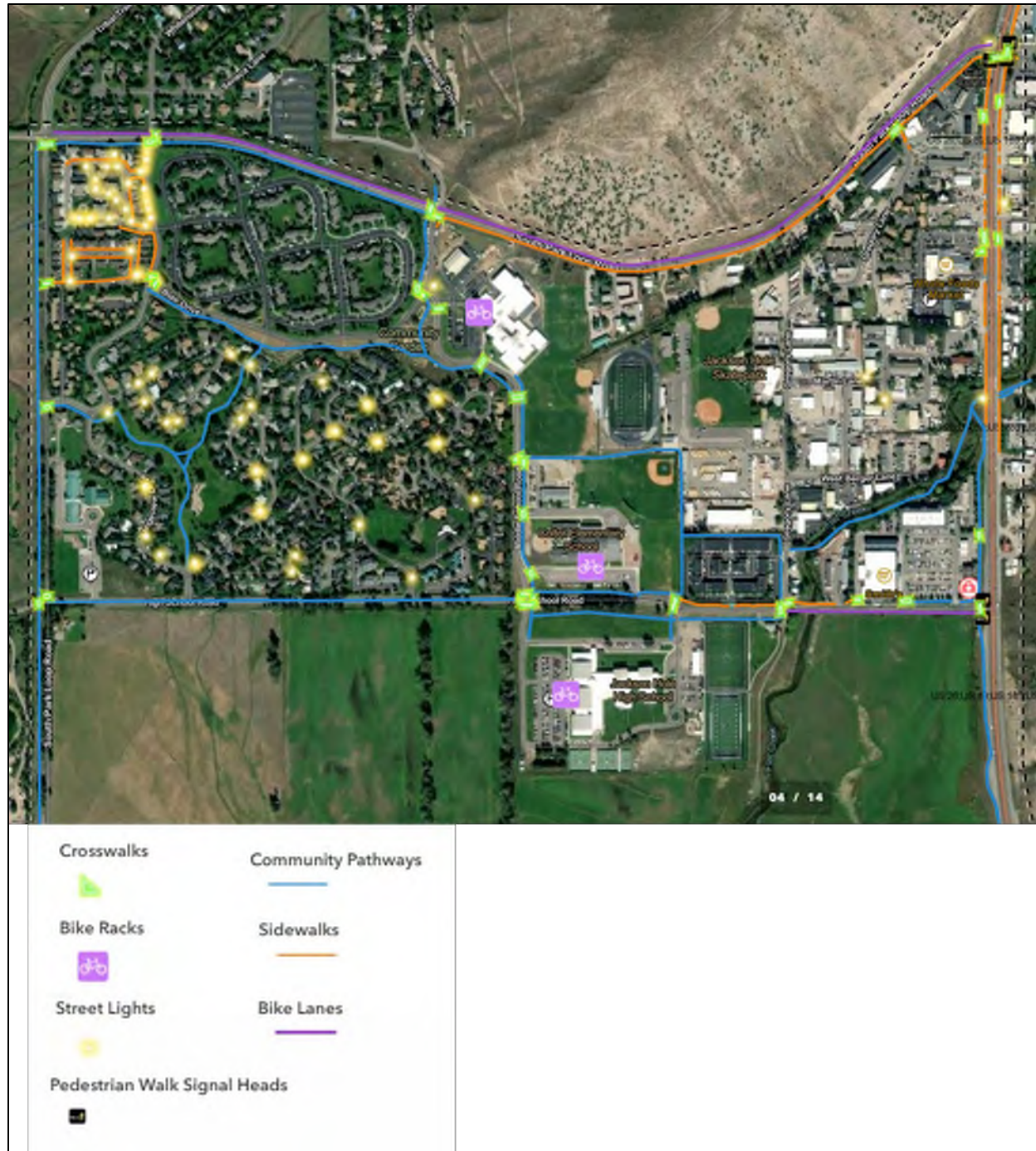


FIGURE 37: EXISTING PEDESTRIAN AND BICYCLE INFRASTRUCTURE

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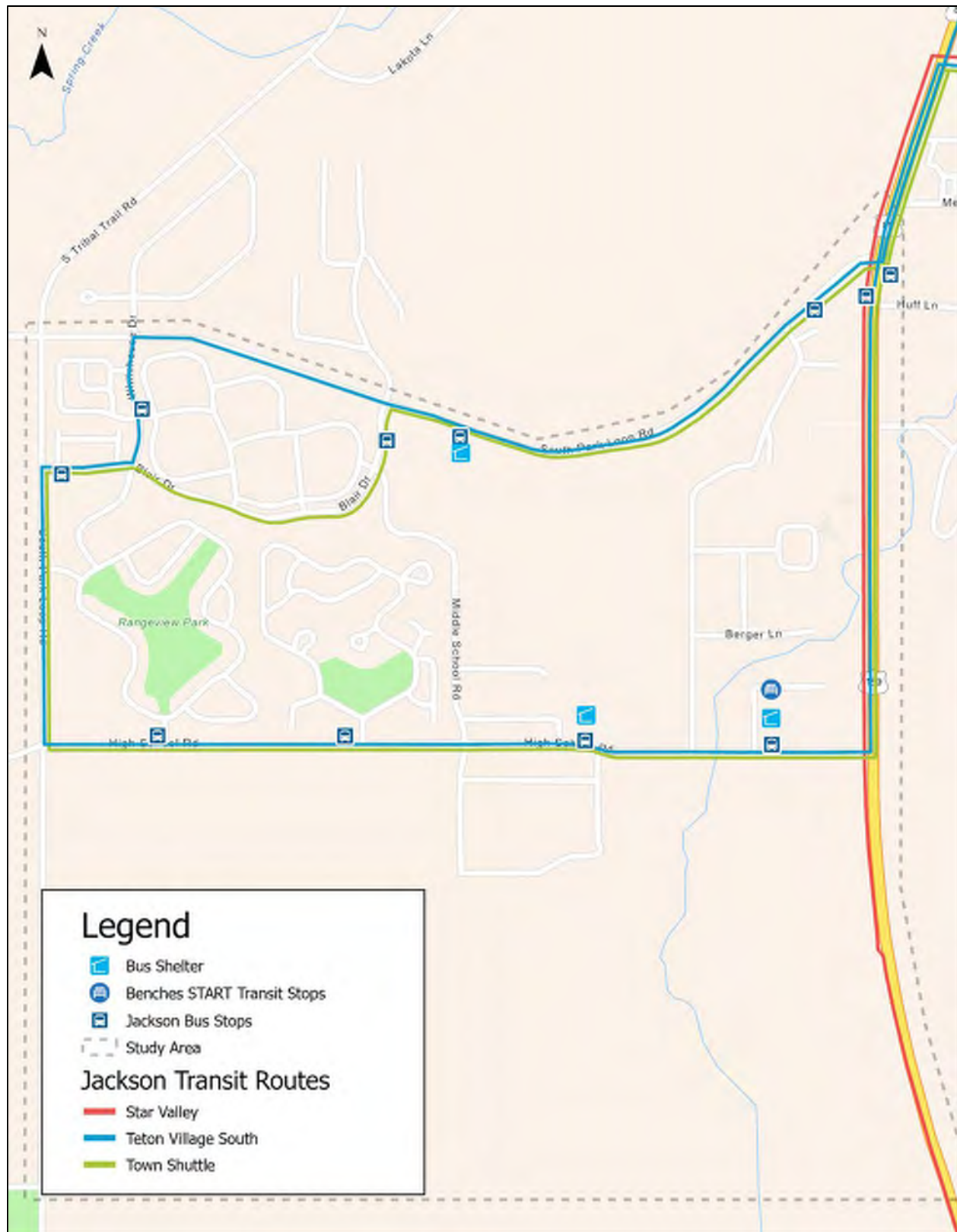


FIGURE 38: EXISTING TRANSIT ROUTES AND STOPS

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F. Traffic Operations

A capacity analysis was performed using “Synchro 11” traffic analysis software, which incorporates the methodology of the 6th edition of the Highway Capacity Manual (HCM2000) for the existing study intersections. New Synchro models with 2023 traffic volumes were developed by Mead & Hunt, incorporating existing street geometry/lane configurations and signal timing data/stop sign control data. Signal timing data was obtained from the Wyoming Department of Transportation (WYDOT).

Level of Service (LOS) is a qualitative measure describing operational conditions of an intersection or any other transportation facility. LOS measures the quality of traffic service, and may be determined for intersections, street segments, or arterial corridors based on delay, congested speed, volume to capacity (v/c) ratio, or vehicle density by functional class. At intersections, LOS is a letter designation that corresponds to a certain range of street operating conditions. Similar to a report card grade, the levels of service range from ‘A’ to ‘F’, with ‘A’ indicating the best operating conditions and ‘F’ indicating the worst, or a failing, operating condition. LOS D is considered the minimal acceptable LOS.

Delay (Control delay) is the portion of delay attributed to traffic signal operation for signalized intersections. Control delay (overall delay) can be categorized into deceleration delay, stopped delay, and acceleration delay.

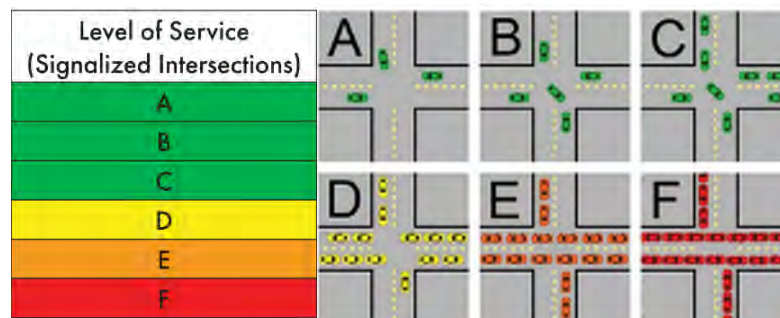


FIGURE 39: LEVEL OF SERVICE DEFINITIONS

(1) Existing Intersection Capacity and Level of Service

Analysis was conducted of existing conditions for all of the intersections and approaches in the study area for both the AM (8 – 9 am) and PM (3 – 4 pm) peak hours. All intersections are operating at an acceptable Level of Service (LOS), which is a LOS C or better in both peaks. The results of the analysis show that other intersections in the study area do not have any capacity issues. **Table 4** presents the existing peak hour LOS while **Figure 40** presents the LOS graphically. Capacity analysis worksheets are attached in **Appendix E**.

A separate analysis was conducted for the 15 – 20 minute AM and PM periods when school entering and exiting traffic occurs at the high school and middle school. **Figure 41** illustrates the LOS during the school 15-minute peaks. The existing congestion along High School Road is evident.

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TABLE 4: EXISTING CONDITIONS CAPACITY ANALYSIS RESULTS

West Jackson Intersection Capacity Analysis			
Node	Intersection	Existing Conditions	
		AM (PM)	
		Delay	LOS
1	US 26/US 89 & S Park Loop Rd	Signal	
		19.2 (19.9)	B (B)
2	S Park Loop Rd & Gregory Ln	Stop (2-Way) *	
		22.4 (16.0)	C (C)
3	Blair Dr/S Hi-Country Dr & S Park Loop Rd	Stop (All-Way) *	
		11.9 (10.4)	B (B)
4	Whitehouse Dr & S Park Loop Rd	Stop (2-Way) *	
		12.4 (11.3)	B (B)
5	Whitehouse Dr & S Park Loop Rd	Stop (2-Way) *	
		13.2 (11.6)	B (B)
6	S Park Loop Rd & Blair Dr	Stop (2-Way) *	
		10.5 (9.8)	B (A)
7	Whitehouse Dr & Blair Dr	Stop (2-Way) *	
		9.1 (9.3)	A (A)
8	Blair Dr & Condo Entrance/Middle School Rd	Stop (All-Way) *	
		10.3 (9.0)	B (A)
9	S Park Loop Rd & Dairy Ln/High School Rd	Stop (2-Way) *	
		14.0 (10.3)	B (B)
10	High School Entrance (West) & High School Rd	Stop (All-Way) *	
		11.3 (9.6)	B (A)
11	High School Ent. (East) & High School Rd	Stop (All-Way) *	
		18.3 (10.7)	C (B)
12	High School Rd & Gregory Ln	Stop (All-Way) *	
		19.0 (18.2)	C (C)
13	US 26/US 89 & High School Rd	Signal	
		10.5 (14.8)	B (B)
14	S Park Loop Rd & Red House Rd	Stop (2-Way) *	
		10.9 (10.1)	B (B)

* Stop-controlled intersection, worst approach reported.

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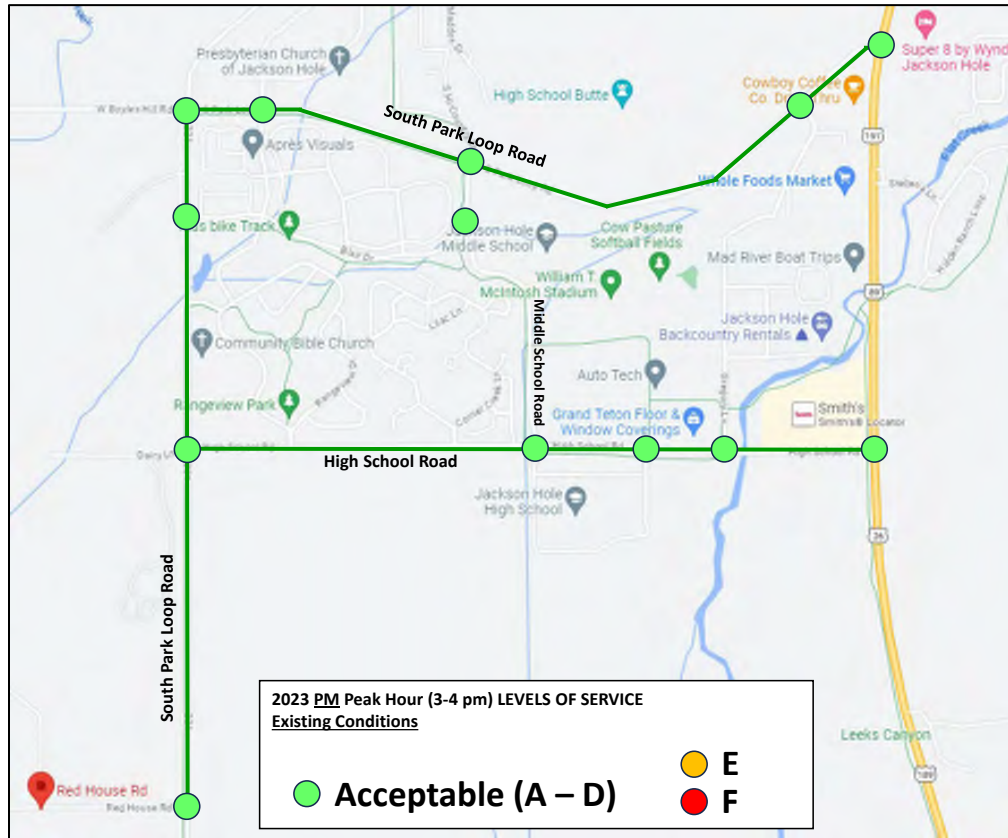
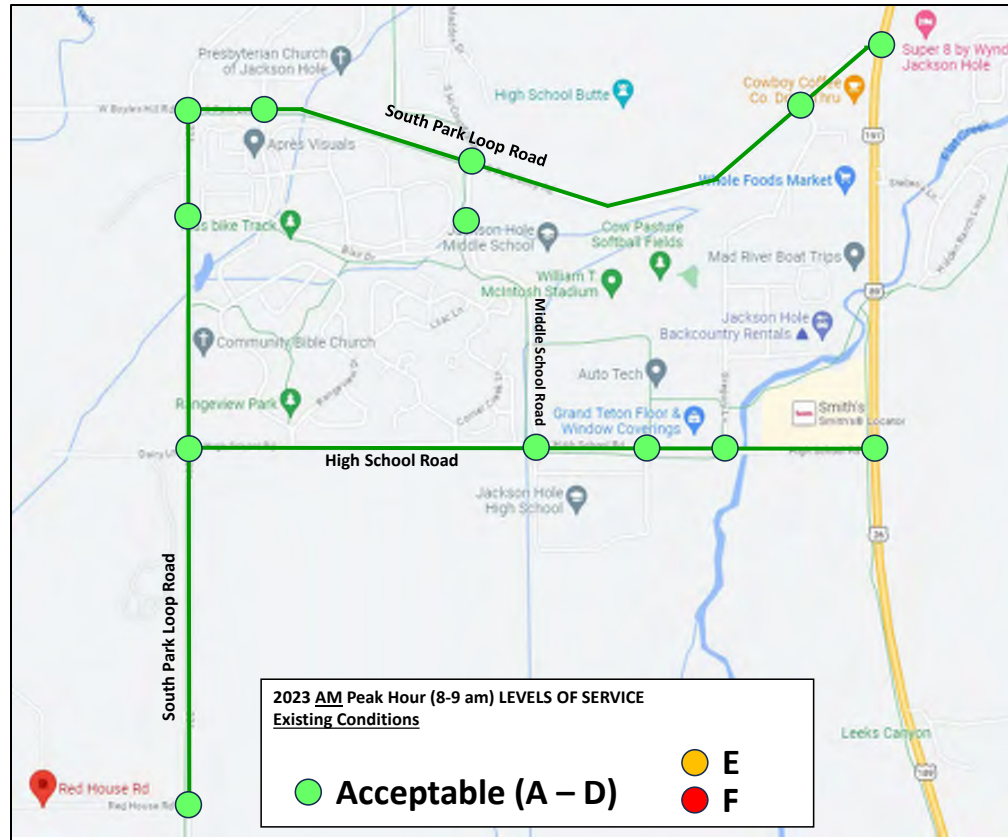


FIGURE 40: EXISTING CONDITIONS OPERATIONAL ANALYSIS RESULTS

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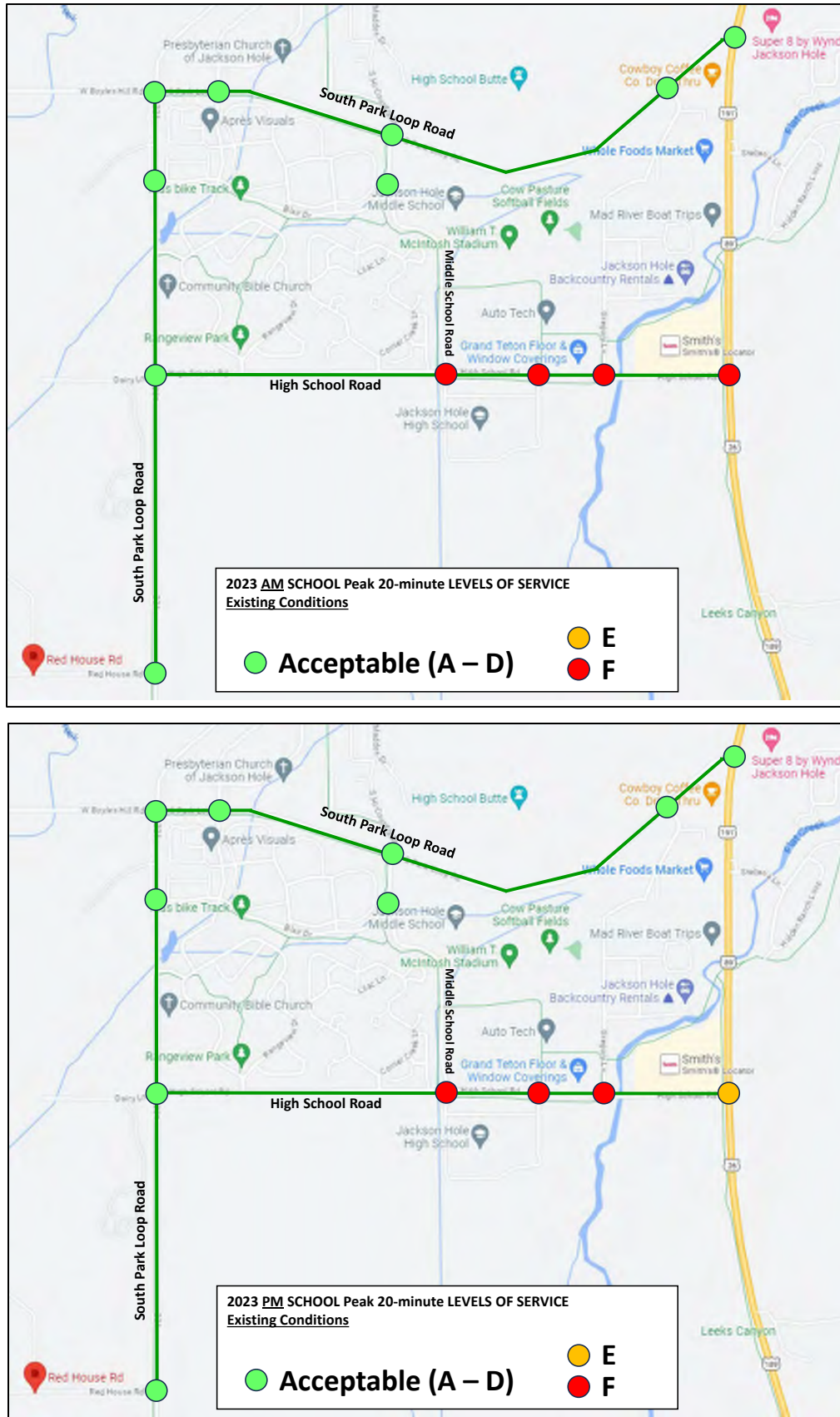


FIGURE 41: EXISTING CONDITIONS SCHOOL PEAKS OPERATIONAL ANALYSIS RESULTS

Modernizing Mobility for West Jackson

G. Existing Transportation Needs

This report presents existing conditions for the Modernizing Mobility for West Jackson study area. The comprehensive planning performed by Teton County and the Town of Jackson identified this study area as a high-priority corridor for safety and multimodal improvements to make the roadway network more accessible to all users. The following sections present the identified existing transportation needs based on identified policy priorities in this study area:

Safety Needs

General safety needs are noted below:

- 1) A significant percentage of crashes occur during dark hours which indicates that the lack of lighting that is discussed in the previous section is causing a safety concern. The existing street lighting may not be enough to mitigate crashes occurring during dark hours.
- 2) The high number of angle crashes could be indicative that drivers in the study area are accepting gaps that are not sufficient to clear the intersection. Excessive speed within the study area may also be contributing to the number of angle crashes, where gaps are shorter than expected due to oncoming vehicle speed. This is supported by the fact that 31% of crashes are caused by a failure to yield the right of way. This problem could be present at unsignalized intersections or signalized intersections with permissive signal phasing.
- 3) The high percentage of crashes occurring on icy or snowy surfaces is due to the extended periods of snowfall and winter conditions in the study area but may also indicate that improvements could be made to snow removal procedures.
- 4) Both pedestrian crashes occurred under non-ideal conditions, including dark hours or snow/winter conditions. This indicates a need for improved pedestrian and multimodal infrastructure so that people can take non-motorized trips in the study area.
- 5) The high percentage of crashes caused by excessive speed indicates that there is an issue with vehicles driving too fast in the study area. This is supported by community comments that vehicles drive too fast in the study area and that safety countermeasures should be installed to mitigate excessive speed. At one of the eight locations where speed data was recorded, the 85th percentile speeds were 10 mph higher than the posted speed limit, which indicates a speeding problem. The location where this was recorded was on High School Road west of Gregory Lane, which also indicates an additional safety concern due to the proximity to the schools in the area. 10 mph or more over the posted speed limit is generally considered an “enforceable speed” at which citations are issued for speeding. Even though the 85th Percentile speed only exceeds this threshold at one location, speeding can be considered an issue on the other roads in the study area since the 85th Percentile speed is 20-25% faster than the posted speed limit, which is concerning given the proximity to residential and school zones.

Safety countermeasures are needed at the following locations:

- 1) At the intersection of US-89 at South Park Loop Road, there is a heavy eastbound left turn movement with protected-permissive phasing for this movement. Vehicles making this left turn may be accepting gaps that are not sufficient to safely clear the intersection before opposing through vehicles enter the intersection, resulting in a high number of angle crashes. Protected-only left turn phasing should be considered for this movement.
- 2) At the intersection of US-89 at High School Road, the high number of animal-related crashes is likely due to the proximity to the open space on the east and west sides of the intersection. The high number of angle crashes could be attributed to the northbound left movement attempting to make it through the intersection after the arrow, resulting in an

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angle crash with the southbound through movement. Northbound protected only left turn phasing should be considered, as well as animal fencing around the intersection.

- 3) At the intersection of US-89 at Smiths Driveway, the high number of angle crashes is likely due to vehicles entering and exiting the driveway. Given that this is an unsignalized intersection, vehicles may accept gaps that are too short to safely clear the intersection, resulting in angle crashes. This same conclusion can be drawn for the intersection of US-89 at Stelleria Lane. Prohibiting side street/driveway left turns out should be considered at these two locations. An alternative is to consider a traffic signal at Stelleria Lane and construction of internal roads to connect Smiths Driveway to Stelleria Lane.

Multimodal Needs

The results of the multimodal data collection indicate that a high volume of school children are walking to and from school each day, which emphasizes the need for improved multimodal facilities. The distribution of bicycle volumes may indicate more leisure or recreational trips. The trip length distribution shows that 34% of trips taken in the study area are 2 miles or less in distance. This shows a significant percentage of trips are being taken within the study area or nearby downtown Jackson. These trips could have been completed by walking or bicycling with improved infrastructure.

Pedestrian amenity improvements are needed at the following locations:

- 1) High School Road east of Gregory Lane
- 2) US-89 South of Flat Creek
- 3) Sidewalks are also not present on many internal streets in the study area, which can pose danger to children walking to school or residents walking to nearby commercial or recreational areas.

Bicycle amenity improvements are needed at the following locations:

- 1) The four main roads in the study area have an LTS range of 2 – 4, indicating a low level of bicycle safety and comfort.
- 2) The installation of buffered bike lanes on the main roads in the study area would lower the bicycle LTS and may encourage more bicycle trips in the study area.
- 3) Paved shoulders have been converted to dedicated bicycle lanes on South Park Loop Road and High School Road.

Transit needs in the study area are:

- 1) There are 11 bus stops in the study area; only 3 stops include a shelter. Those stops include:
 - S Park Loop Rd & Middle School Rd
 - Blair Dr & Middle School Rd
 - High School
- 2) The remaining 8 stops in the study area do not have any amenities. These stops should be updated with shelters to protect riders during winter months.

Traffic Operations and Capacity Needs

The capacity analysis indicates that there are no existing operational or capacity needs at the study area intersections during the overall AM and PM peak hours. However, there is a significant need to improve operations and traffic flow during the school arrival and departure 15-20 minute periods.

Existing transportation needs are illustrated on Figure 42.

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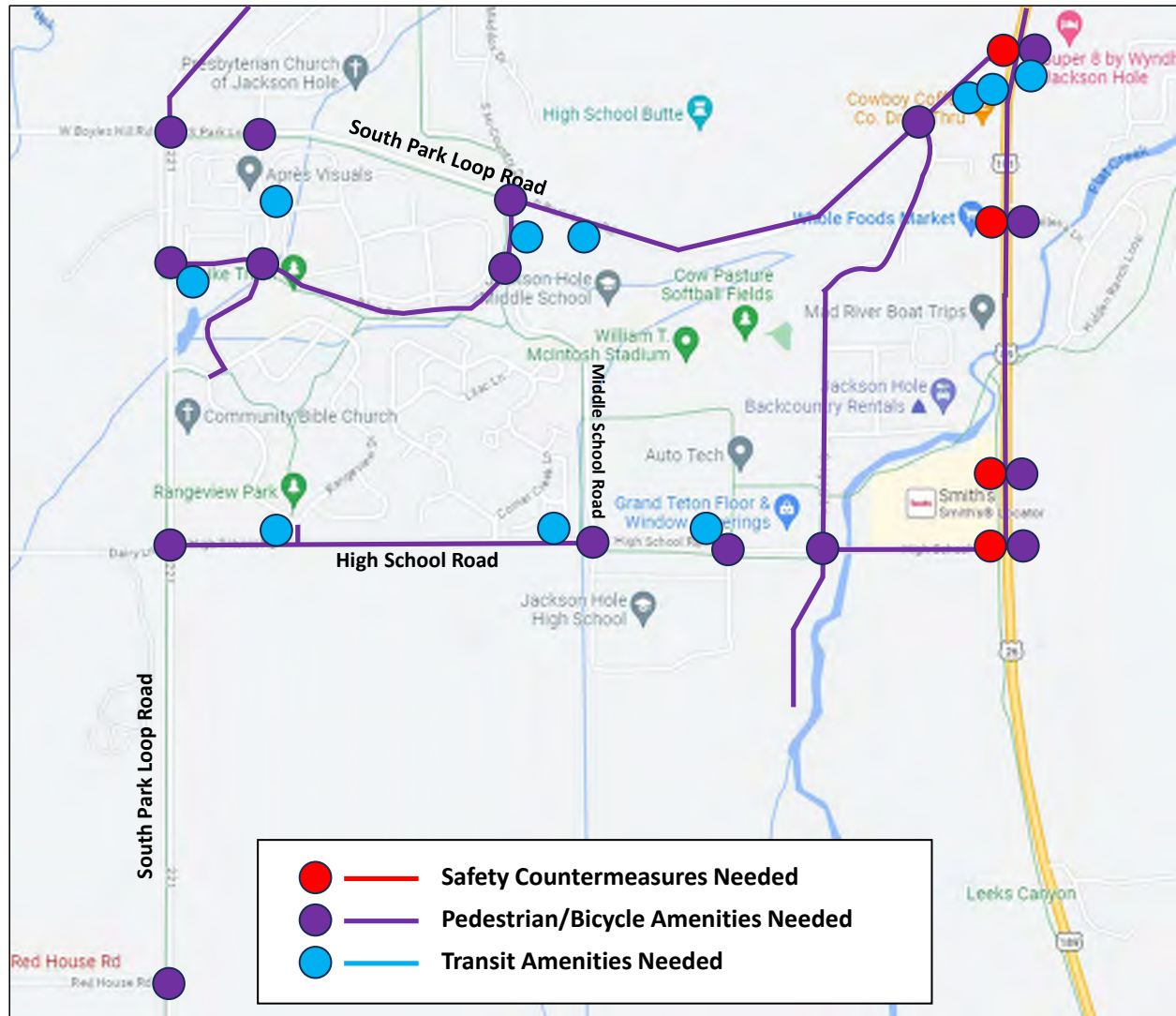


FIGURE 42: EXISTING TRANSPORTATION NEEDS

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2. Future Conditions

To plan for any capacity needs that might emerge in the study area as traffic growth occurs, 2045 volumes were developed from regional growth models and planned developments in the study area. The development of future volumes and future capacity needs will be discussed in this section.

A. 2045 Volume Development

(1) Teton County Travel Demand Model

Prior to this study, Cambridge Solutions developed a travel demand model for Teton County. The model divides the county into traffic analysis zones (TAZs). This model was used to create 2045 vehicular volumes using socioeconomic data inputs, which model the population, lodging, households, employment, and school enrollment in each TAZ. A summary of the TAZs in the study area and immediately adjacent area are shown below, with a map of the TAZs shown in Figure 43.

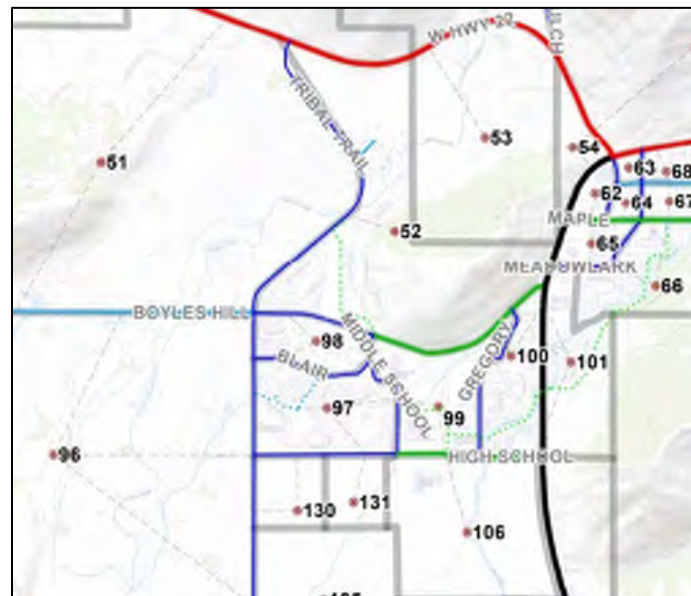


FIGURE 43: TRAFFIC ANALYSIS ZONES

Some high-level information about the TAZs included in the analysis are summarized below:

- All of the TAZ area types in the study area are classified as Suburban/Exurban or Rural.
- The TAZs in and adjacent to the study area have a combined total of 3,736 households assumed for 2045, with an average household size of 2.42 persons and an average of 1.76 vehicles per household.
- The total school enrollment for the schools in the study area is projected to be 4,140 students in 2045.
- The household density in TAZs 130 and 131 results in 1,400 total new housing units being included for Northern South Park.

Statistics for all TAZs included in the analysis are shown below:

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TABLE 5: TRAFFIC ANALYSIS ZONE STATISTICS 2045

	Average HH Size	Average Workers Per HH	Average Vehicles Per HH
Total Households	3736	2.42	1.65
Total 2045 School Enrollment	Total Residents	Total Workers	Total Vehicles
4149	9025	6182	6590

A regionally significant project is under consideration which would connect WY 22 to South Park Loop Road in the northwest corner of the study area. Called the Tribal Trail Connector, it would provide an alternative route for traffic coming from the north and west in Idaho and either heading to/from this study area or points south. A comparison of the 2045 model volumes to the 2023 ADT's is shown in Table 6. Growth rates are shown both with and without the Tribal Trail Connector. The highest growth rates are expected on High School Road.

TABLE 6: TRAVEL DEMAND MODEL COMPARISON – WITH AND WITHOUT TRIBAL TRAIL CONNECTOR

	High School Road		South Park Loop Road				Middle School Rd	Blair Drive
	west of Middle School Rd	west of Gregory Ln	north of Rangeview Dr	south of High School Rd	east of Whitehouse Dr	west of Gregory Ln	north of High School Rd	east of Blair Pl
2045 - TT Connector	11,505	14,708	4,114	4,830	3,342	3,851	3,137	1,385
October 2023	3,157	5,837	2,313	2,782	3,950	7,330	1,742	1,318
Total Growth	264.4%	152.0%	77.9%	73.6%	-15.4%	-47.5%	80.1%	5.1%
Annual Growth	12.0%	6.9%	3.5%	3.3%	-0.7%	-2.2%	3.6%	0.2%
2045 - No TT Connector	8,013	16,633	2,108	3,663	4,407	6,387	2,802	1,719
October 2023	3,157	5,837	2,313	2,782	3,950	7,330	1,742	1,318
Total Growth	153.8%	185.0%	-8.9%	31.7%	11.6%	-12.9%	60.8%	30.4%
Annual Growth	7.0%	8.4%	-0.4%	1.4%	0.5%	-0.6%	2.8%	1.4%

(2) Planned Developments in the Study Area

There are 5 planned developments in the study area that were added to the 2045 model volumes. They include:

- The Loop Apartments
- Porter Ranch Housing Development – 79-unit single-family detached housing
- Teton Community School District (TCSD) Employee Housing
- Presbyterian Church Redevelopment & Housing
- Central Wyoming College – Jackson Center

Trip generation and trip assignment were obtained from corresponding Traffic Impact Studies, where available. Figure 44 illustrates the planned development locations. Table 7 presents the proposed trip generation for each development. Trips were assigned to the road network using distributions presented in each individual traffic study.

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FIGURE 44: PLANNED DEVELOPMENT LOCATIONS

TABLE 7: OTHER AREA DEVELOPMENT PROPOSED TRIP GENERATION

	Units	Land Use	AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit
Porter Ranch	79	Single Family Houses	15	45	50	30
Presbyterian Church	10	Single Family Houses	1	5	6	7
TCSD Employee Housing	24	Apartments	2	23	19	12
The Loop	228	Apartments	20	69	54	35
Central Wyoming College	375 stud.	College	78	19	47	37
TOTAL			116	161	176	121

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(3) 2045 Turning Movement Volumes

Turning movement volumes were developed from the travel model and development information described in the previous sections. For this study, it was assumed that Tribal Trail will be constructed. Figure 45 presents 2045 AM/PM peak hour turning movement volumes with Tribal Trail in-place.

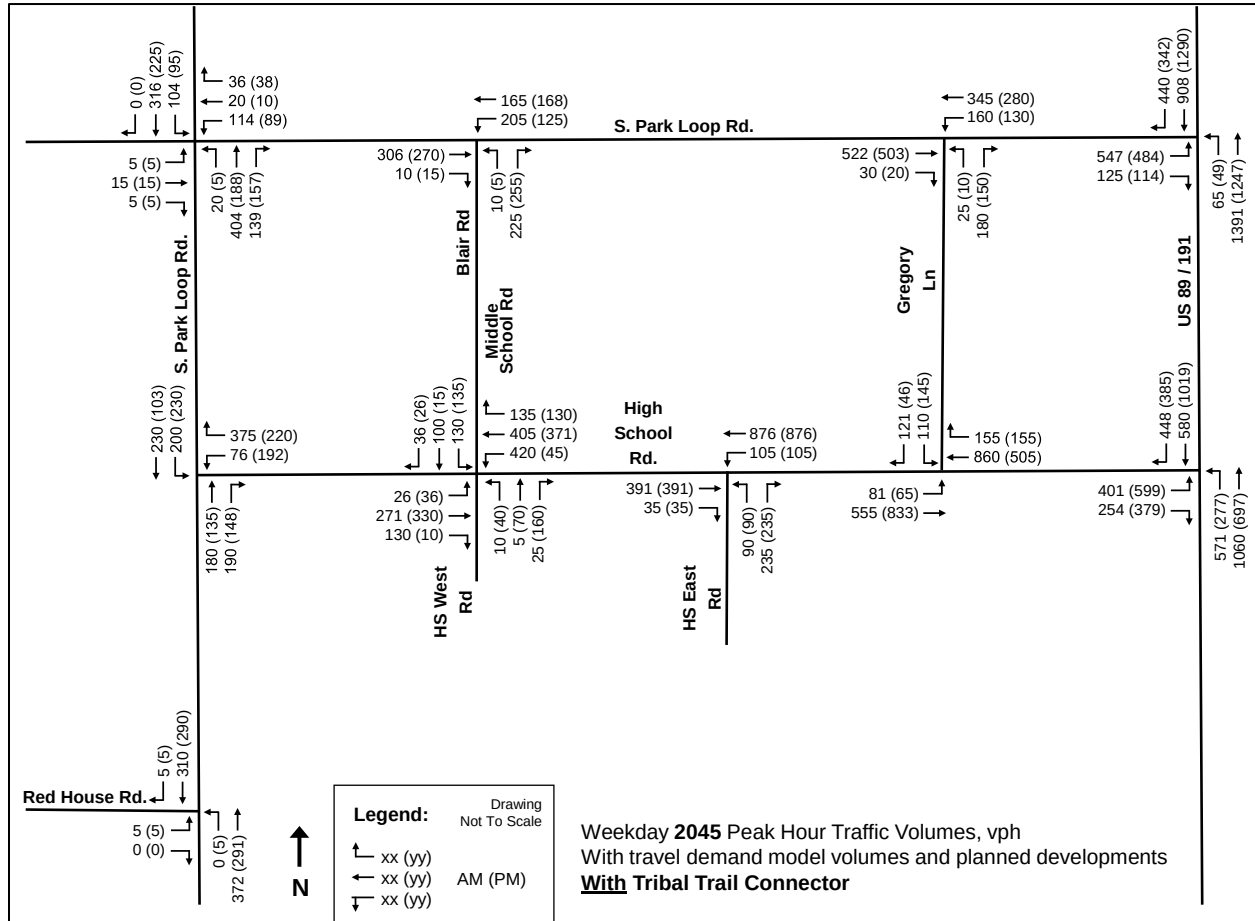


FIGURE 45: 2045 TRAFFIC VOLUMES WITH TRIBAL TRAIL CONNECTOR

(4) Future Conditions Capacity Analysis

Capacity analysis was conducted for the study area intersections using the 2045 forecast traffic volumes including the Tribal Trail Connector. Figure 46 shows that with the forecast growth and the Tribal Trail Connector, operations will deteriorate along High School Road and the north/south portion of South Park Loop Road. Most of the excessive delays will occur on side streets controlled by “stop” signs. The uninterrupted main line through traffic will still flow acceptably.

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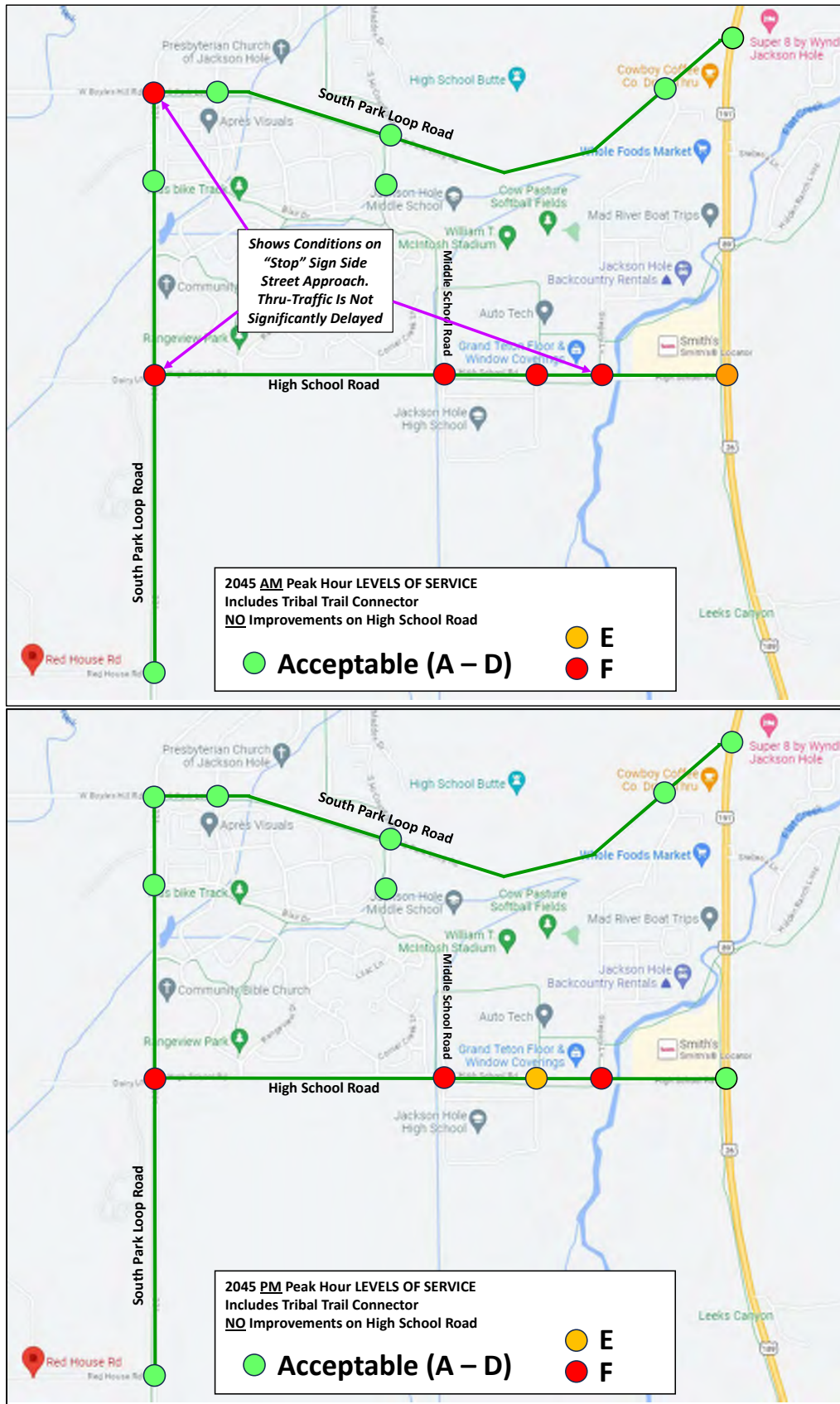


FIGURE 46: 2045 OPERATING CONDITIONS WITH TRIBAL TRAIL CONNECTOR

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3. Alternatives Identification and Analysis

Using input received during the public engagement process and from local transportation and other officials, a series of multi-modal improvements were developed to meet the identified existing and future transportation needs. The following sections discuss the alternatives considered.

A. Pedestrian/Bicycle/Transit Improvements

Figure 47 presents proposed sidewalks and pathways to fill missing sections. Figure 48 summarizes locations where intersection pedestrian and bicycle crossing improvements are needed to facilitate safe bicycle and pedestrian connections. These graphics are a guide to upgrade pedestrian and bicycle facilities over time as funding becomes available. The Teton County Comprehensive Plan calls for encouraging developers to complete identified pedestrian and bicycle connections during their site construction. It will also inform development applicants what multi-modal upgrades they will need to contribute. These recommendations will serve as a starting point for discussions during the development master planning processes.

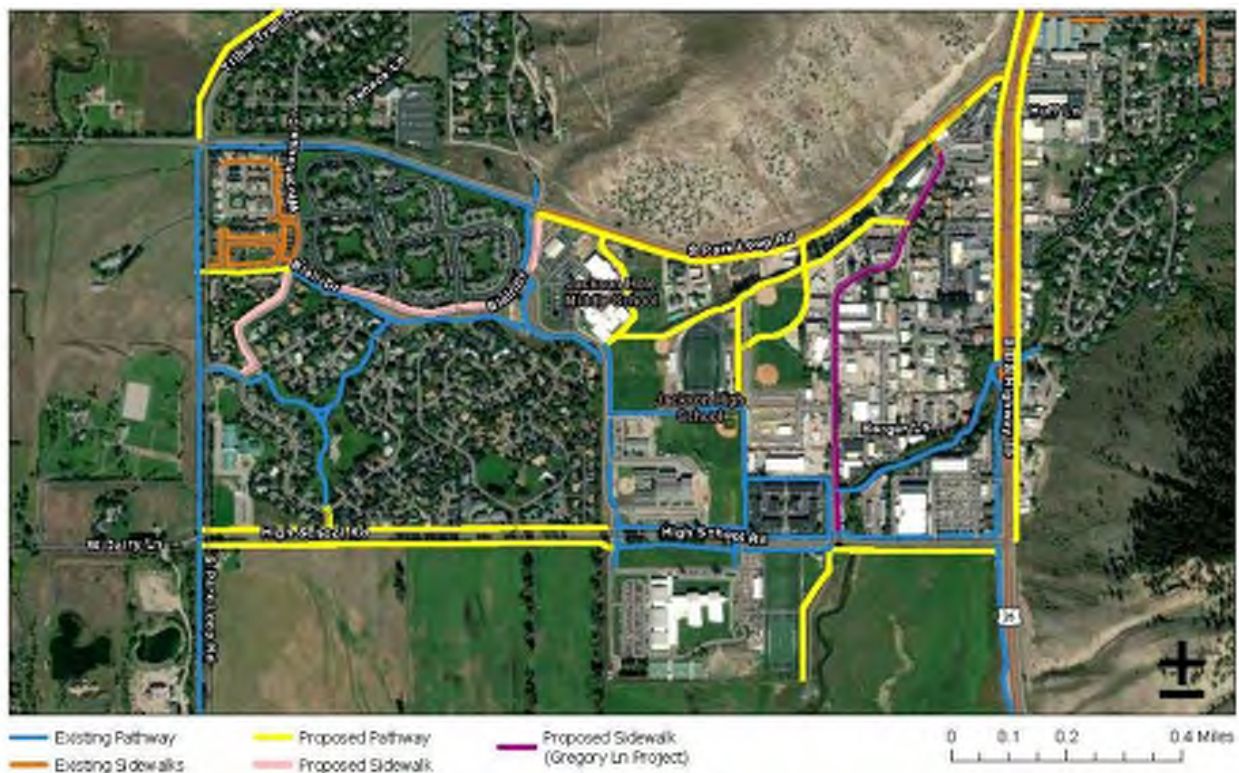


FIGURE 47: PEDESTRIAN/BICYCLE IMPROVEMENT ALTERNATIVES

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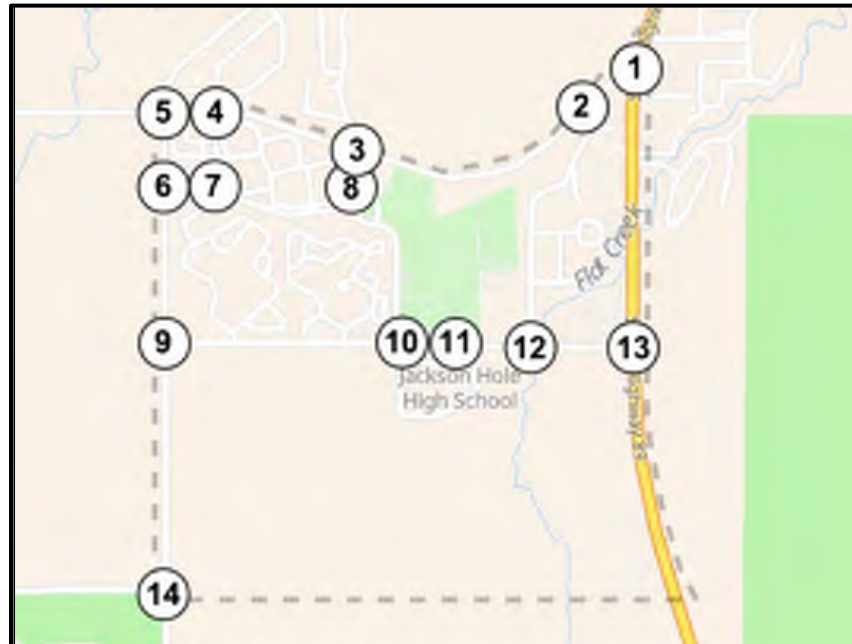


FIGURE 48: INTERSECTIONS NEEDING CROSSING IMPROVEMENTS

The following section presents pedestrian/bicycle alternatives at the intersections shown in Figure 47. Note that additional crossing upgrades may be recommended based on proposed future developments and new roads. It is recommended that a maintenance SOP be developed regarding setback distances for snow removal/storage to provide adequate sight distance. These alternatives are based on existing traffic and crossing patterns and are based on planning/engineering best practices.

Intersection 1: South Park Loop Rd & South Highway 89

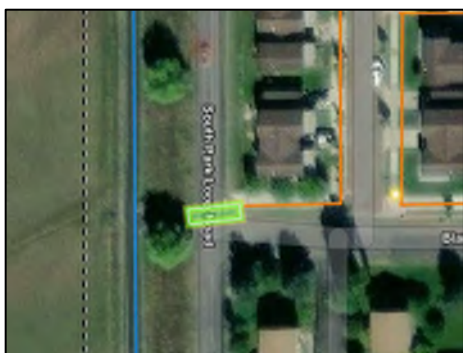
- Refer to WYDOT for US 89/191 crossing
- Re-stripe existing crosswalks and stop bars.
- Upgrade the crossing for cyclists (purple line = bike lane).
- Install better bike lane and crossing signage and markings.

**Intersection 2: South Park Loop Rd & Gregory Lane**

- Restripe the crosswalk and stop bar on Gregory.



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Intersection 3: South Park Loop Rd & Blair Drive • Restripe the existing crosswalks. • Extending sidewalk (orange line) along Blair Drive. • Monitor crossings and consider a push button pedestrian signal at the South Park Loop Road crossing.	
Intersection 4: South Park Loop Rd & Whitehouse Dr • Re-strip the stop bar on N White House Drive.	
Intersection 5: South Park Loop Rd & South Park Loop Rd / Tribal Trail Road • Install signing and striping to connect the between bike lane and pathways trail (blue)	
Intersection 6: South Park Loop Rd & Blair Drive • Consider installation of a push button pedestrian signal across South Park Loop Road at Blair Drive. Clear trees/brush and restrict snow storage around the intersection to improve sight distance for pedestrians and bicycles along South Park Loop Road pathway. Exact best location along this road should be explored in a more detailed engineering study. • Install a sidewalk along the east side of South Park Loop Road, to limit midblock pedestrian crossing.	

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Intersection 7: Blair Dr & Whitehouse Dr • Install cross walks from pathway (blue line) across White House Drive and across Blair Drive to connect to sidewalk (orange) • Install sidewalk connections between crosswalks and pathway.	
Intersection 8: Middle School Rd & Blair Dr • Use a crossing guard around bell times.	
Intersection 9: South Park Loop Road & High School Rd • Install a push button pedestrian signal at across South Park Loop Road at High School Road. Clear trees/brush and restrict snow storage around the intersection to improve sight distance for pedestrians and bicycles along South Park Loop Road pathway. • Extend pathways along both sides of High School Road. Provide a crosswalk to connect the south side pathway to north-south pathway along South Park Loop Rd.	
Intersection 10: High School Road & Middle School Rd • Use a police/crossing guard around bell times. • <i>Alternative:</i> consider a pedestrian tunnel under High School Road. • <i>Alternative:</i> consider a possible HAWK pedestrian signal across High School Road near this intersection.	

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Intersection 11: High School Road & East High School Access • Install missing crosswalk at pathway (blue lines) across east high school access. • Use a police/crossing guard around bell times. • <i>Alternative:</i> install a pedestrian push button signal for the High School Road crossing. • <i>Alternative:</i> consider a possible HAWK pedestrian signal across High School Road near this intersection.	
Intersection 12: High School Road & Gregory • Improve signing between the bike lane (purple) and pathway (blue).	
Intersection 13: High School Rd & US 89 Re-paint crosswalk.	
Intersection 14: S Park Loop Rd & Red House Rd • Re-paint crosswalk. • Improve pathway signage. • An east/west crosswalk should be installed to accommodate pedestrians from the proposed Porter Ranch development.	

The map displays the Collier Elementary School attendance area, which is a large green-shaded region. Ten numbered routes are shown, each starting and ending at the school. The routes are color-coded: Route 1 is red, Route 2 is purple, Route 3 is blue, Route 4 is green, Route 5 is yellow, Route 6 is orange, Route 7 is light blue, Route 8 is light green, Route 9 is light yellow, and Route 10 is light orange. The map includes various streets such as Sunset Park Parkway, Community Garden, Middle School Road, Collier Elementary School, and others. A legend in the bottom right corner indicates that blue squares represent bus stops and green areas represent parks.

- 1) Install signage and striping, as stop is difficult to locate and waiting area isn't marked. Add waiting bench, shelter and trash can.
- 2) Stop is at the Maverick Gas station. Add a shelter with bench, trash can and a bike rack.
- 3) Add benches, a shelter, and a trash can.
- 4) Add a trash can.
- 5) Install signage and striping. Add waiting bench, shelter and trash can.
- 6) Alt 1 - Relocate bus stop to opposite side of road where sidewalk is present. Alt 2 - Create a paved waiting area in existing stop area and a pedestrian connection/crossing from waiting area to existing sidewalk.
- 7) Create paved waiting area to connect to the proposed pathway south of Blair. Add a bench and trash can.
- 8) Create a paved waiting area to connect to the proposed pathway north of High School Road. Add a bench and trash can.
- 9) Create a paved waiting area to connect to the proposed pathway north of High School Road. Add a bench and trash can.
- 10) Add trash can.

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B. Alternatives Identification – Existing Conditions

In addition to the multi-modal improvements described previously, no other peak hour capacity improvements are needed in the study area. However, due to the high traffic volume in short durations, improvements are needed during the AM and PM school 15 – 20-minute arrival and departure times.

There are two possible ways to reduce the school peak congestion – reduce demand or increase capacity. Analysis demonstrates that acceptable operations could be achieved by **reducing school arrival and departure traffic by approximately 35%**. Various techniques, collectively known as Travel Demand Management (TDM), can be used to achieve this target reduction. The goal is to either provide incentives to take other modes to school other than cars/trucks, or disincentives to driving and either parking or pick-up/drop off at the High School and Middle School. See Appendix A for stakeholder feedback on these TDM alternatives.

- Implement High School Parking Fees.
- Implement High School Pick-Up/Drop Off Fees.
- Provide Convenient Remote Parking Lots with Free Shuttle Buses and Safe Walking.
- Construct a Mobility Hub South of the High School to Serve as a Bus Transfer Point and a Remote Parking Facility.
- Adjust the High School and/or Middle School Bell Times to Provide Time Separation.
- Implement a Temporary One-Way Circulation Route Around the Middle School.
- Provide Sports/Music Storage on Before and After School Activity Buses (some students do not take the bus at all because they cannot transport their equipment).
- Implement Traffic Calming Measures on High School Road West of the high school.

If sufficient reduction in trips cannot be achieved using TDM measures, capital improvements are needed to achieve acceptable operations during the school peak times (Figure 50).

- Construct a 2nd Through Lane in Each Direction on High School Road Between Middle School Road and US 89/191.
- Construct a Separate Left Turn Lane Eastbound at the East High School Access and Westbound at Gregory Lane.
- Construct an Eastbound Right Turn Lane on High School Road at US 89/191.
- Provide Police/Crossing Guard Temporary Traffic Control on the High School Road Intersections with Middle School Road, East High School Access and Gregory Lane During the Peak School Times.

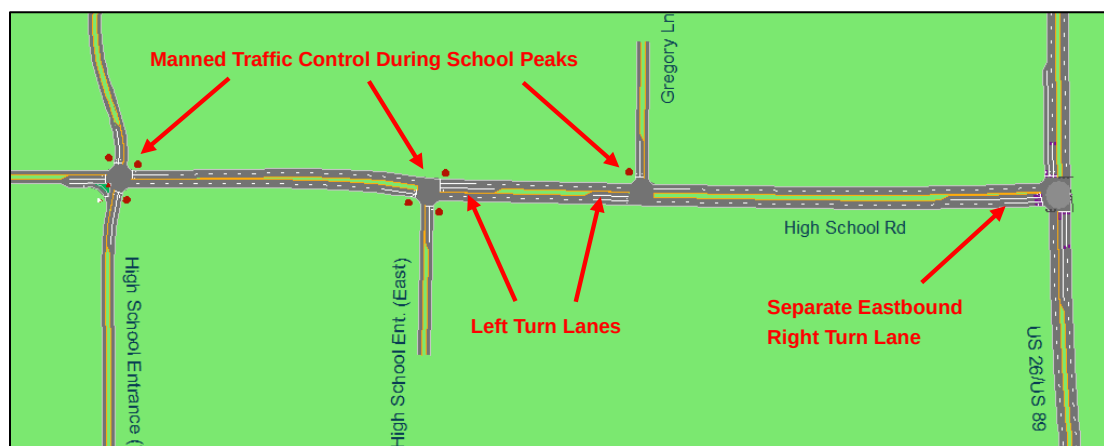


FIGURE 50: HIGH SCHOOL ROAD CAPITAL IMPROVEMENTS

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C. Planned East/West Connector

A second regional project is envisioned for the study area. An east/west connector road is planned to connect South Park Loop Road with US 89/191 on an alignment south of High School Road. The actual alignment of this connector, as well as its connection points, are to be determined during a future planning/design process. There are two general options considered in this study – a “partial” east-west connector, leading from South Park Loop Road and connecting to High School Road opposite Gregory Lane, and a “full” connector, connecting to US 89/191. Figure 51 illustrates these two general concepts.

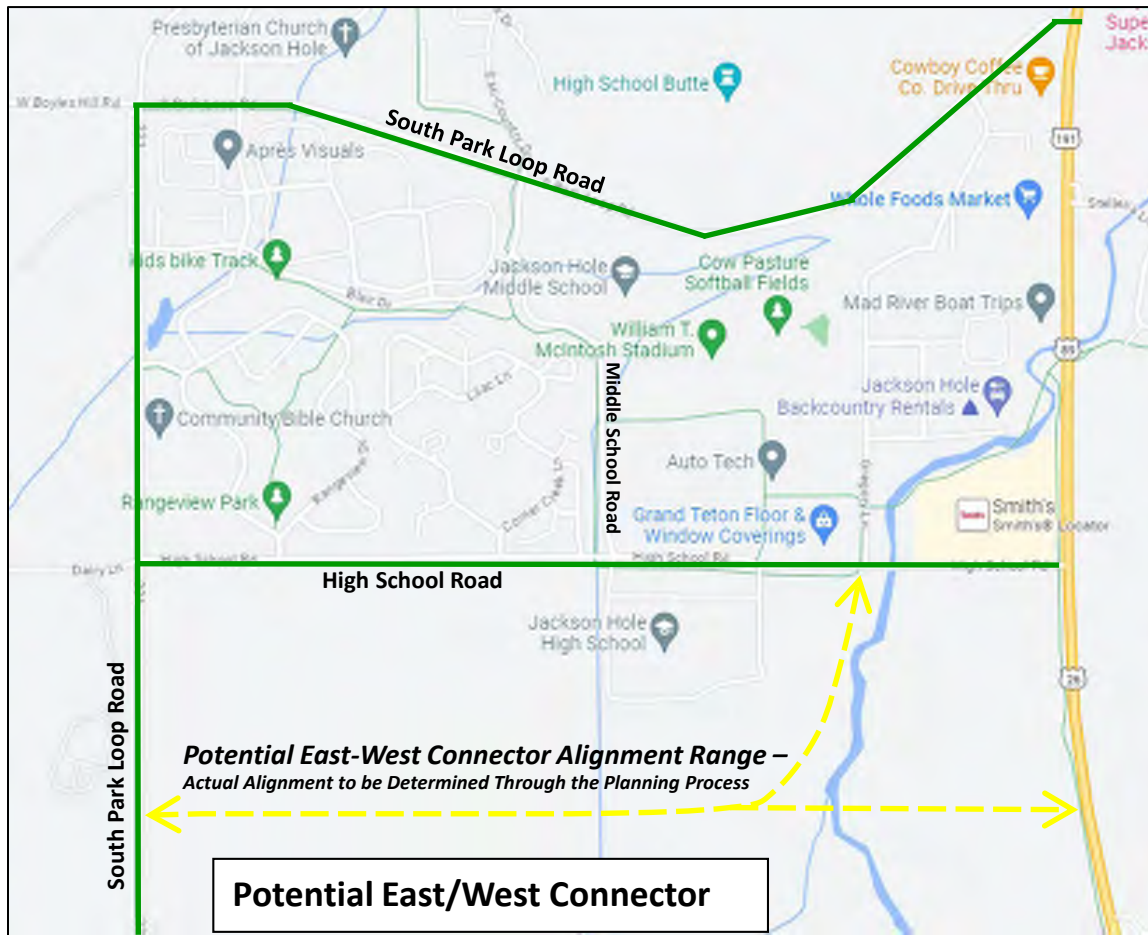


FIGURE 51: EAST/WEST CONNECTOR GENERAL OPTIONS

Using the 2045 future volume projections in Figure 45 as a starting point, traffic volumes were estimates for the partial and full connector options. Figure 52 presents the peak hour volumes with a partial east/west connector while Figure 53 contains the peak hour volumes with a full east/west connector. Figures 54 and 55 present the levels of service for the AM and PM peak hours, with both the partial and full east-west connector options, respectively.

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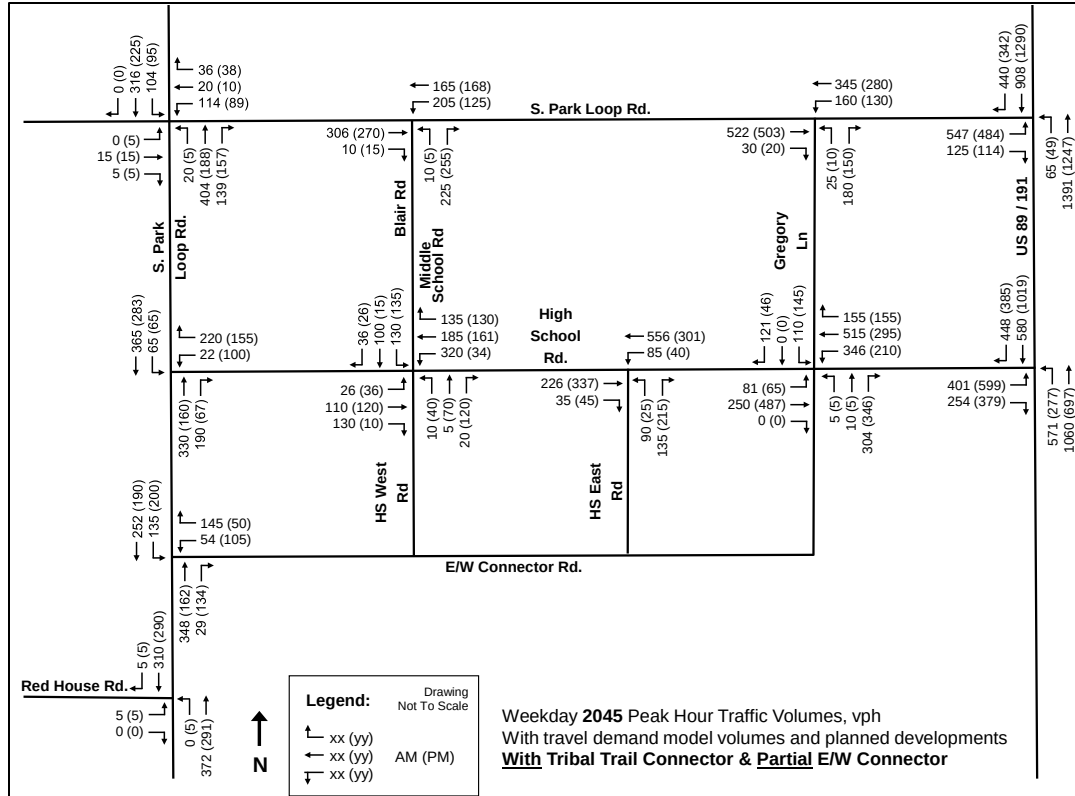


FIGURE 52: 2045 TRAFFIC VOLUMES WITH TRIBAL TRAIL CONNECTOR AND PARTIAL EAST/WEST CONNECTOR

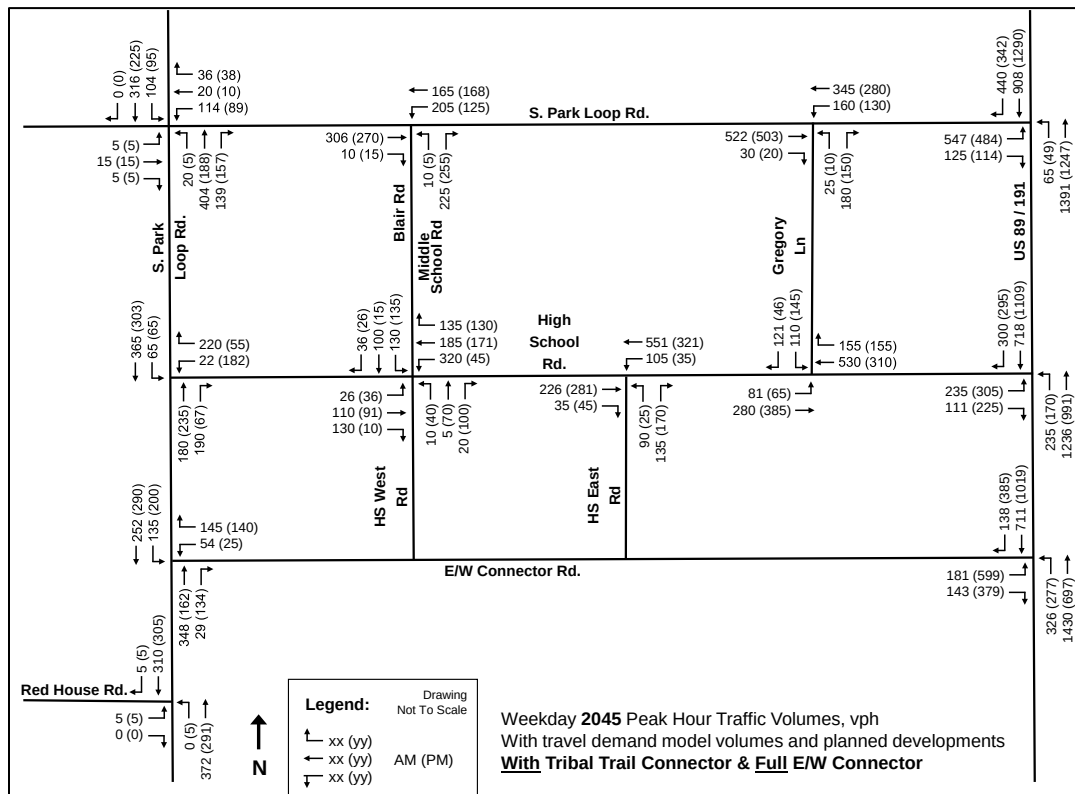


FIGURE 53: 2045 TRAFFIC VOLUMES WITH TRIBAL TRAIL CONNECTOR AND FULL EAST/WEST CONNECTOR

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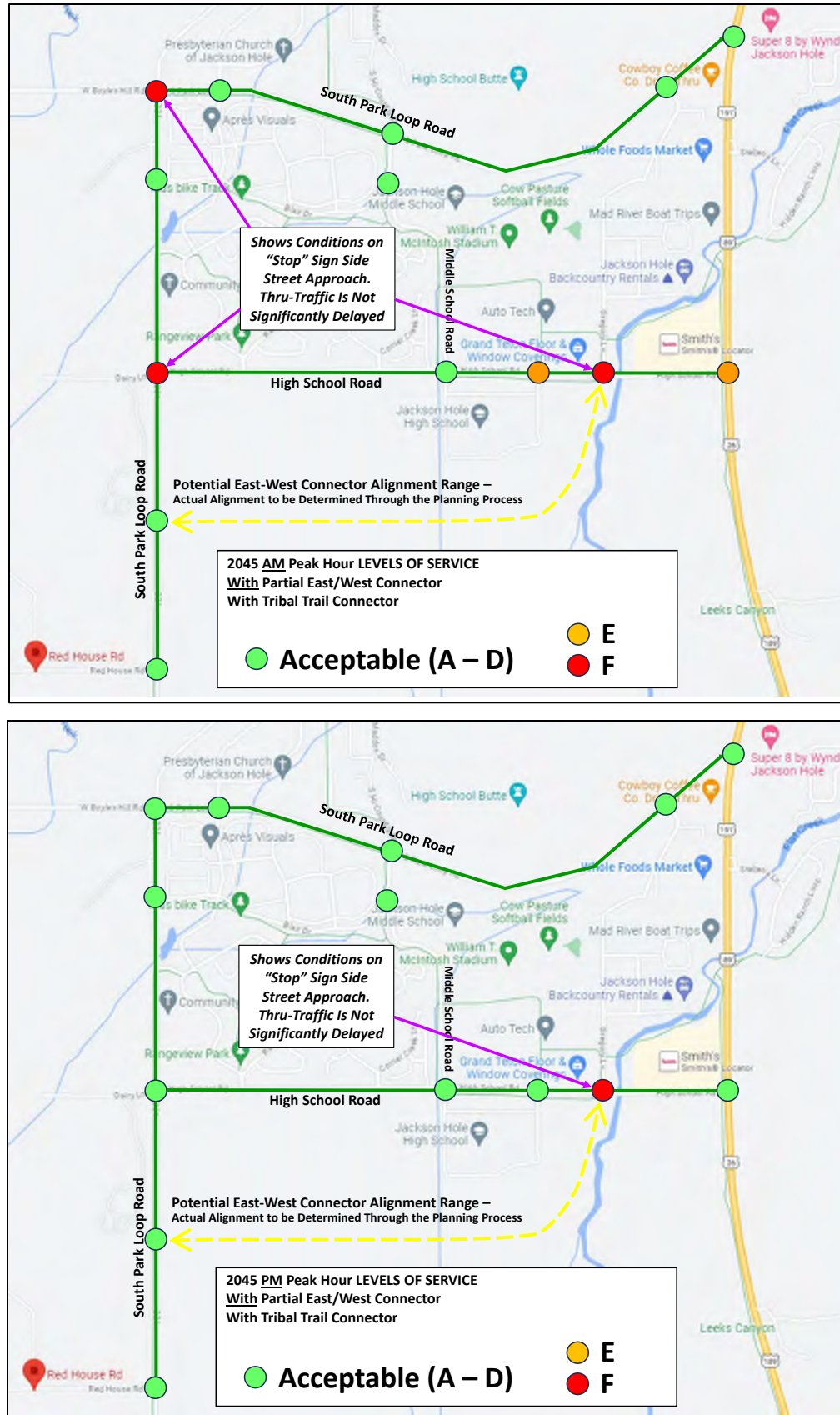


FIGURE 54: 2045 PEAK HOUR LOS WITH TRIBAL TRAIL CONNECTOR AND PARTIAL EAST/WEST CONNECTOR

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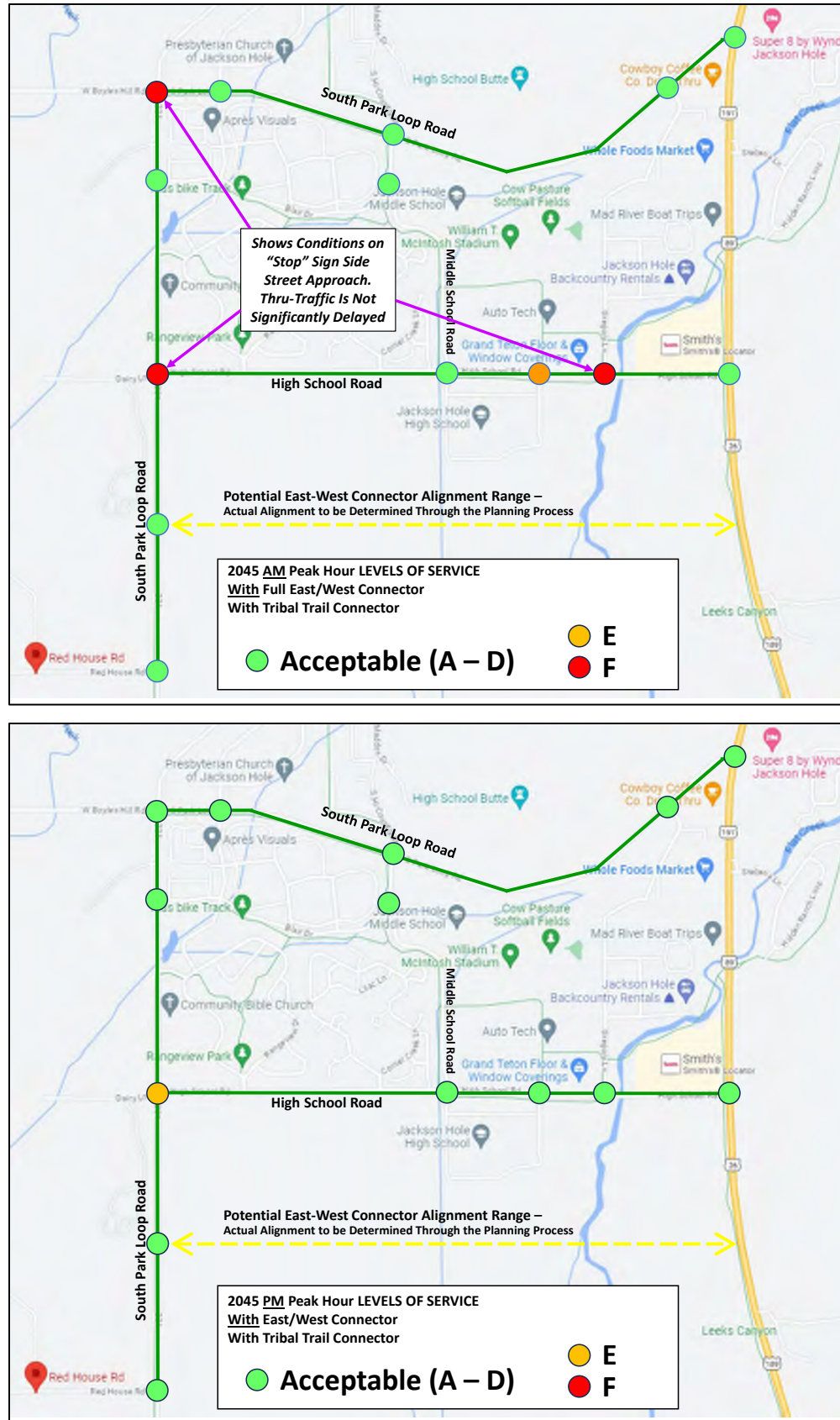


FIGURE 55: 2045 PEAK HOUR LOS WITH TRIBAL TRAIL CONNECTOR AND FULL EAST/WEST CONNECTOR

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D. Alternatives Identification – 2045 Future Conditions

There are two basic approaches to recommending future condition mitigation measures. The first is called “Mitigate and Manage.” With the approach, improvements are planned, designed, and implemented in determined future years. Their need is pre-determined and traffic operations are adjusted and managed after construction. Given the uncertainty of the building and timing of future development projects, this study takes the second approach - “Predict and Build.” With this method, future volume trigger thresholds are determined when each improvement would be needed. As the traffic volumes approach these thresholds, the design and construction process can be initiated. This leaves open the possibility of not implementing some improvements if the anticipated developments do not occur, or if TDM measures are successful at keeping traffic volumes at levels where the improvements are not needed.

The following describes potential future improvements, using the 2045 volume projections. Section E presents the trigger volume thresholds.

With the addition of anticipated traffic growth, capital improvements will likely be needed to handle the overall projected AM and PM peak hour traffic volumes (Figure 56).

- Construct a 2nd Through Lane in Each Direction on High School Road Between Middle School Road and US 89/191.
- Construct an Eastbound Right Turn Lane on High School Road at US 89/191.

In addition, traffic control upgrades will be needed at several intersections. The following presents the alternatives considered and any auxiliary lanes needed:

- S. Park Loop Road/W. Boyles Hill
 - a) Roundabout – One lane per direction
- S. Park Loop Road/High School Road
 - a) Roundabout – One lane per direction, separate westbound right turn bypass lane
 - b) Traffic Signal – Westbound right turn lane and southbound left turn lane
- High School Road/Middle School Road
 - a) Roundabout – One lane per direction. Northbound to eastbound bypass lane forming the 2nd eastbound through lane. 2nd westbound through lane forms a westbound to northbound bypass lane
 - b) Traffic Signal – Left turn lanes on each approach
- High School Road/East High School Access
 - a) Roundabout – Two lanes eastbound and westbound
 - b) Traffic Signal – Westbound left turn lane
- High School Road/Gregory Lane
 - a) Roundabout – Two through lanes each direction
 - b) Traffic Signal – Eastbound left turn lane and southbound right turn lane

Finally, a pedestrian underpass should be considered under High School Road near Middle School Road to provide enhanced safety for student pedestrian crossings.

With East/West Connector

The east/west connector would divert a significant amount of traffic off High School Road, resulting in fewer improvements being needed on High School Road. The following improvements are needed to accommodate projected 2045 volumes with the east/west

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connector (either partial or full):

- S. Park Loop Road/W. Boyles Hill
 - a) Roundabout – One lane per direction
- S. Park Loop Road/High School Road
 - a) Roundabout – One lane per direction, separate westbound right turn bypass lane
 - b) Traffic Signal – Westbound right turn lane and southbound left turn lane
- High School Road/Gregory Lane
 - a) Roundabout – Two through lanes each direction
 - b) Traffic Signal – Eastbound left turn lane and southbound right turn lane

Based on input received during the public engagement process, roundabouts are the preferred option within the West Jackson neighborhood. However, a more detailed engineering study should be conducted at each intersection to determine which option is the best.

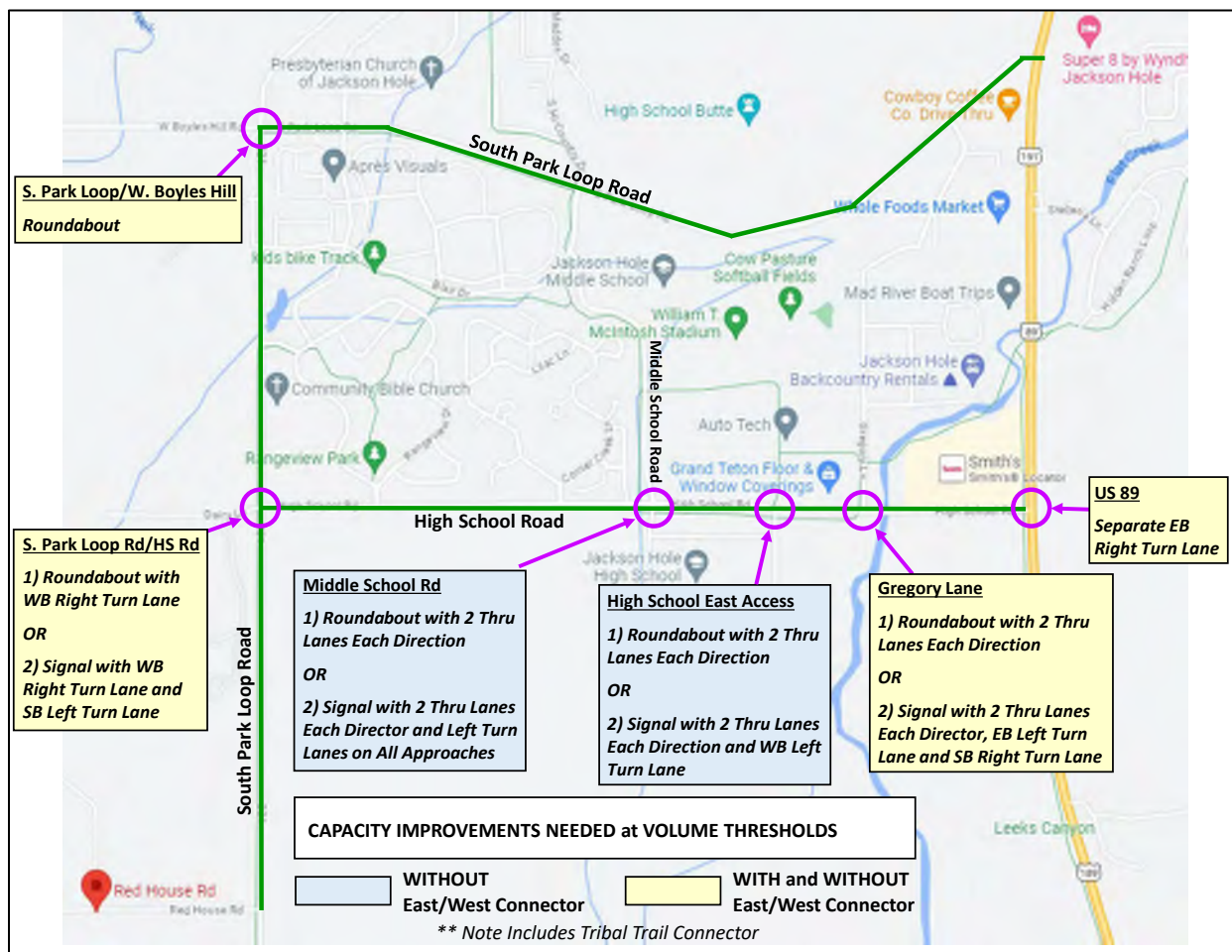


FIGURE 56: POTENTIAL FUTURE OPERATIONAL IMPROVEMENTS

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E. Volume Thresholds When Improvements Are Needed

The 2045 volume projection represent the best educated planning estimate of future volumes. Ultimately, it is unknown if and when each growth component will occur. To help determine when each improvement might be needed, analysis was conducted to determine an overall intersection volume level when they should be considered. Using the forecast 2045 traffic volumes as a starting point, traffic on all movements at these intersections was reduced in 5% increments within the Synchro analysis models until the level of service improved to an acceptable level “D”. The total intersection volumes at this point were noted as the trigger thresholds.

Table 8 presents the AM peak hour volume thresholds. Analysis demonstrated that projected 2045 AM peak hour conditions are generally worse than PM peak hour conditions. When counted volumes approach each of these levels, a detailed study should be initiated to determine the best alternative and commence the design process.

TABLE 8: IMPROVEMENT VOLUME THRESHOLDS

	Existing AM Peak Volumes	Improvement AM Peak Volume Thresholds	No E/W Connector	Partial E/W Connector	Full E/W Connector
High School / US 89	2300	-	EB Right Turn Lane	EB Right Turn Lane	EB Right Turn Lane
High School / Gregory Ln	950	1230	Roundabout or Signal EB Left Turn Lane (w/signal) SB Right Turn Lane (w/signal) 2 Thru Lanes East/West	Roundabout or Signal EB Left Turn Lane (w/signal) SB Right Turn Lane (w/signal) 2 Thru Lanes East/West	Roundabout or Signal EB Left Turn Lane (w/signal) SB Right Turn Lane (w/signal) 2 Thru Lanes East/West
High School / HS East	880	1390	Roundabout or Signal WB Left Turn Lane (w/signal) 2 Thru Lanes East/West	None	None
High School / Middle School	850	1110	Roundabout or Signal 2 Thru Lanes East/West Left Turn Lanes - All Approaches	None	None
High School / S Park Loop	620	980	Roundabout or Signal WB Right Turn Lane SB Left Turn Lane (w/signal)	Roundabout or Signal WB Right Turn Lane SB Left Turn Lane (w/signal)	Roundabout or Signal WB Right Turn Lane SB Left Turn Lane (w/signal)
S Park Loop / W Boyles Hill	350	740	Roundabout	Roundabout	Roundabout

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F. Improvement Concept Sketches

This section presents concept sketches of some of the improvement alternatives.

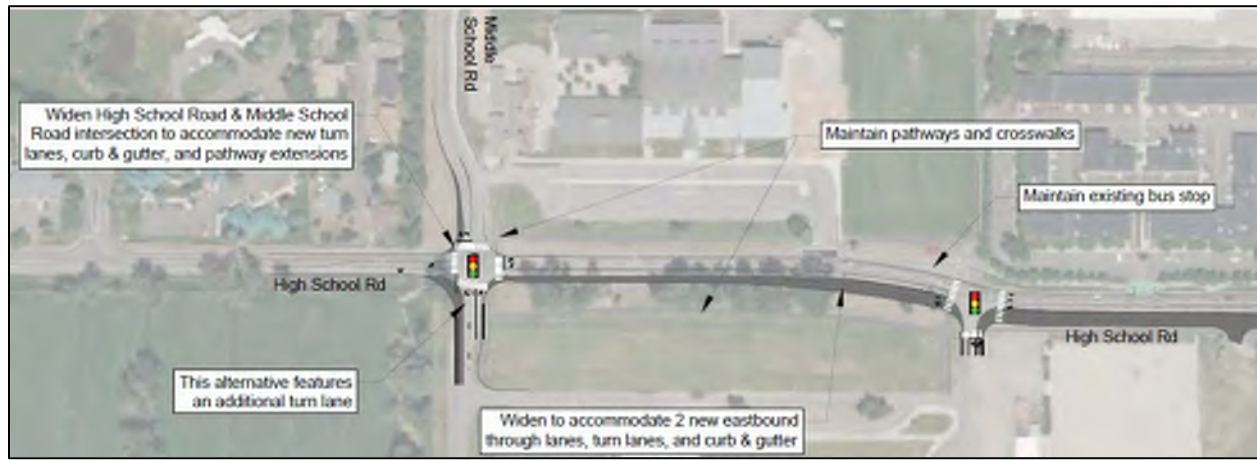


FIGURE 57: CONCEPT SKETCHES – HIGH SCHOOL RD, MIDDLE SCHOOL RD TO HS EAST ACCESS (SIGNAL ALT.)



FIGURE 58: CONCEPT SKETCHES – HIGH SCHOOL RD, MIDDLE SCHOOL RD TO HS EAST ACCESS (ROUNDBOUT ALT.)

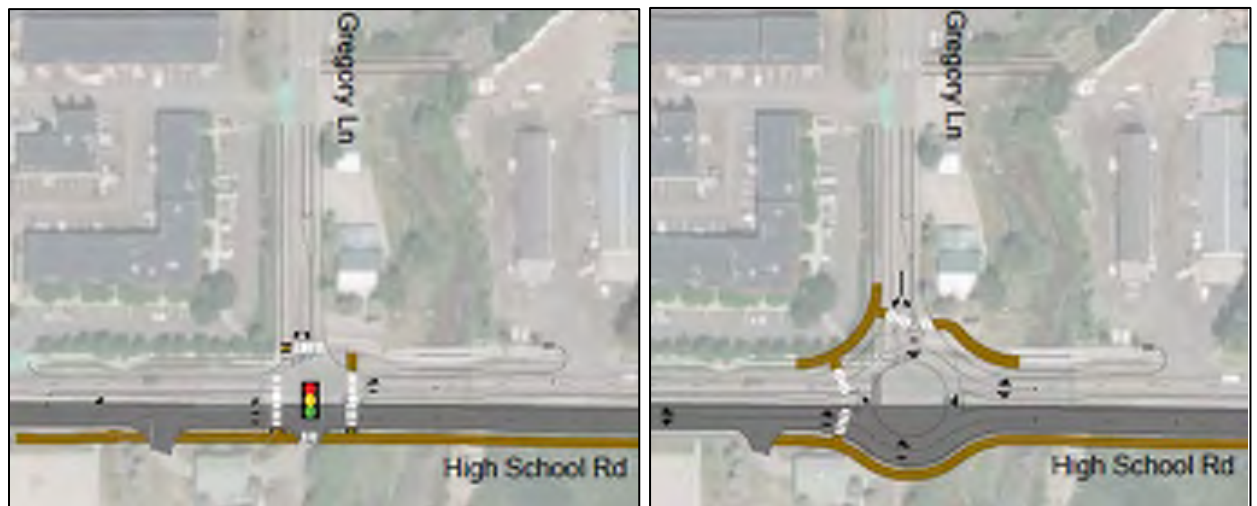


FIGURE 59: CONCEPT SKETCHES – HIGH SCHOOL RD AT GREGORY LN (SIGNAL AND ROUNDBOUT ALTS)

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FIGURE 60: CONCEPT SKETCHES – SOUTH PARK LOOP RD, W. BOYLES TO BLAIR DR (ROUNDBOUT ALTS)

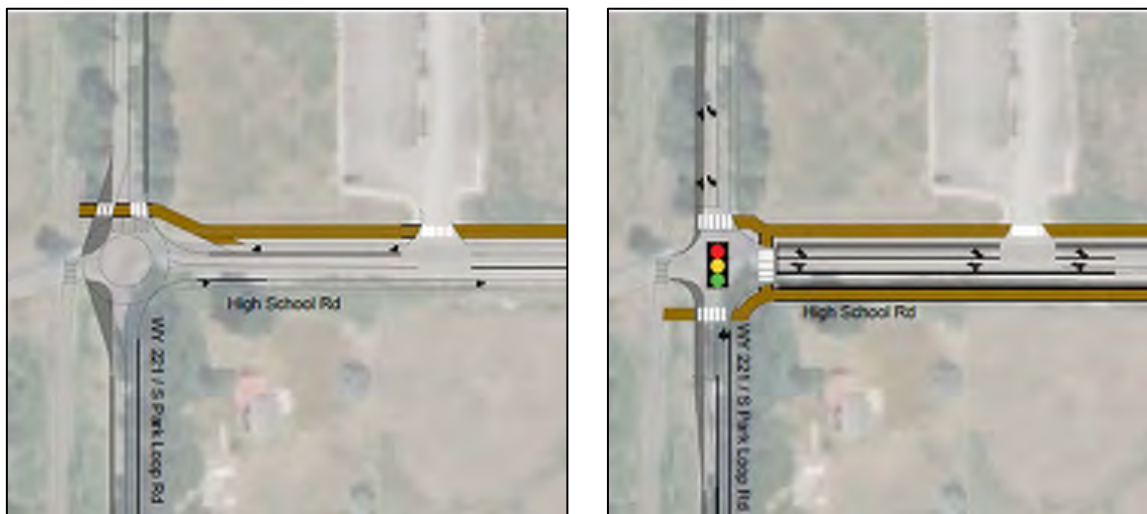


FIGURE 61: CONCEPT SKETCHES – HIGH SCHOOL RD AT SOUTH PARK LOOP RD (SIGNAL AND ROUNDBOUT ALTS)



FIGURE 62: CONCEPT SKETCHES – BLAIR DR, MIDDLE SCHOOL RD TO SOUTH PARK LOOP RD (ROUNDBOUT ALT)

Modernizing Mobility for West Jackson

G. Planned-Level Cost Estimates

Using the concept sketches as a guide, rough (planning) level estimates of quantities for materials and labor were generated. The latest unit cost data in Wyoming was then used to estimate total costs for construction. Design and right-of-way costs were not included. Table 9 presents the cost estimates for each intersection and alternative.

TABLE 9: CONCEPTUAL COST ESTIMATES

Teton County Northern South Park Alternatives Conceptual Opinion of Costs (Summary)			
Project	Control Alternative		
	Stop	Signal	Roundabout
High School Road, Middle School Rd to WY 26/89	\$3,870,000	\$6,660,000	\$4,930,000
High School Road and South Park Loop Rd Intersection	-	\$1,020,000	\$680,000
Boyles Hill Rd/South Park Loop Rd/Tribal Trail Rd Intersection	-	-	\$580,000
Blair Dr & South Park Loop Rd Intersection (West End)	-	-	\$680,000
Blair Dr & South Park Loop Rd Intersection (North End)	-	-	\$580,000
Blair Dr & Middle School Rd Intersection (West End)	-	-	\$353,000
East/West Connector, South Park Loop Rd to WY 26/89	\$6,610,000	\$8,276,825	\$6,925,498
Gregory Lane Extension, High School Rd to E/W Connector	\$1,120,000	\$1,120,000	\$1,120,000
High School Road Pathway Extension, South Park Loop Rd to Middle School Rd	\$1,550,000	\$1,550,000	\$780,000
Subtotal Construction	\$13,150,000	\$18,626,825	\$16,628,498
Estimated Construction Cost (2024)	\$13,150,000	\$18,626,825	\$16,628,498
Design Engineering (10%)	\$1,315,000	\$1,863,000	\$1,663,000
Notes:			
East/West Connector from South Park Loop to WY26/89 line item cost under Stop Control column is representative of layout shown in exhibits. The cost under the Signal Control column assumes traffic signals installed at the east and west intersections with South Park Loop Rd and WY 26/89, respectively. The cost under the Roundabout Control assumes roundabouts installed at the west intersection with South Park Loop Rd and the Gregory Lane Extension. The Gregory Lane Extension from High School Rd to E/W Connector line item costs do not include any improvements at the intersections with High School Rd or E/W Connector.			

4. Public Engagement

An important goal of this study is to incorporate community priorities. Public engagement for this project was based on two key strategies. The first is leveraging existing partnerships and connections with community leaders and groups to provide informed insights. The second is to combine forces with parallel planning efforts. There are several area projects which are in various stages of planning, design, or implementation, including Gregory Lane, Safe Streets for All, and area mobility hubs planning. Combined outreach in the forms of a shared “Transportation Expo” and an Open House provided participation in multiple projects.

Four main Principles of Engagement were followed – Accessibility, Inclusiveness, Transparency, and Accountability. These help gain a broad range of perspectives and input, plus increase trust in the planning process. To gain various perspectives on what is important to stakeholders and citizens, a two-part public engagement process was implemented. Part 1 was a targeted outreach to a select group of stakeholders. 7 group interviews were conducted involving a total of 24 stakeholders, including non-profits, area students, local businesses, and an equity task force member. Tools used and detailed input received are located in Appendix A.

There were several issues and problem locations that were common to most of the stakeholders:

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- 1) School Start/Release Congestion – short duration, particularly on High School Road.
- 2) Travel Mode Conflicts – vehicles, pedestrians, bicyclists, and buses using the same spaces.
- 3) Deterrents to Transit Use – longer travel times, limited routes, school equipment storage.
- 4) Incompatible Land Uses – Industrial, commercial, residential, and school all in the area.
- 5) High School Road – User conflicts, delays, missing path segments, and business accesses.
- 6) Gregory Lane – Safety due to heavy truck and pedestrian conflict points.

Appendix A lists additional issues, concerns, and suggestions in the study area. Part 2 of the outreach included four opportunities for the general public to learn about the problems, provide feedback and suggest solutions. The Regional Transportation Expo on 2/3 and 2/4/24 and the Open House on 5/7/24 are two examples. Two digital community workshops were also held which included an online feedback tool containing discussion questions, forums for comment, and an interactive map. There were 53 total online comments received and 83 people attended the in-person events. Key takeaways from Part 2 included:

- 1) All of the themes from Part 1.
- 2) Wildlife safety – need for safety wildlife corridors.
- 3) Residential Neighborhood Access – safety with crossing and accessing streets.
- 4) Support for the East/West Connector – consider before widening High School Road.
- 5) Roundabouts overwhelmingly preferred over traffic signals.
- 6) Pathway Connectivity and Public Transit – connections, amenities, and mode separation.
- 7) Middle School Road Safety – parking, access for emergency services, and congestion.

A survey was conducted to help rank eight “Community Objectives” from this plan. As seen below in Figure 63, the East/West Connector was the most important, followed by Discouraging Cut-Through Traffic and Internal Pathway Connections.

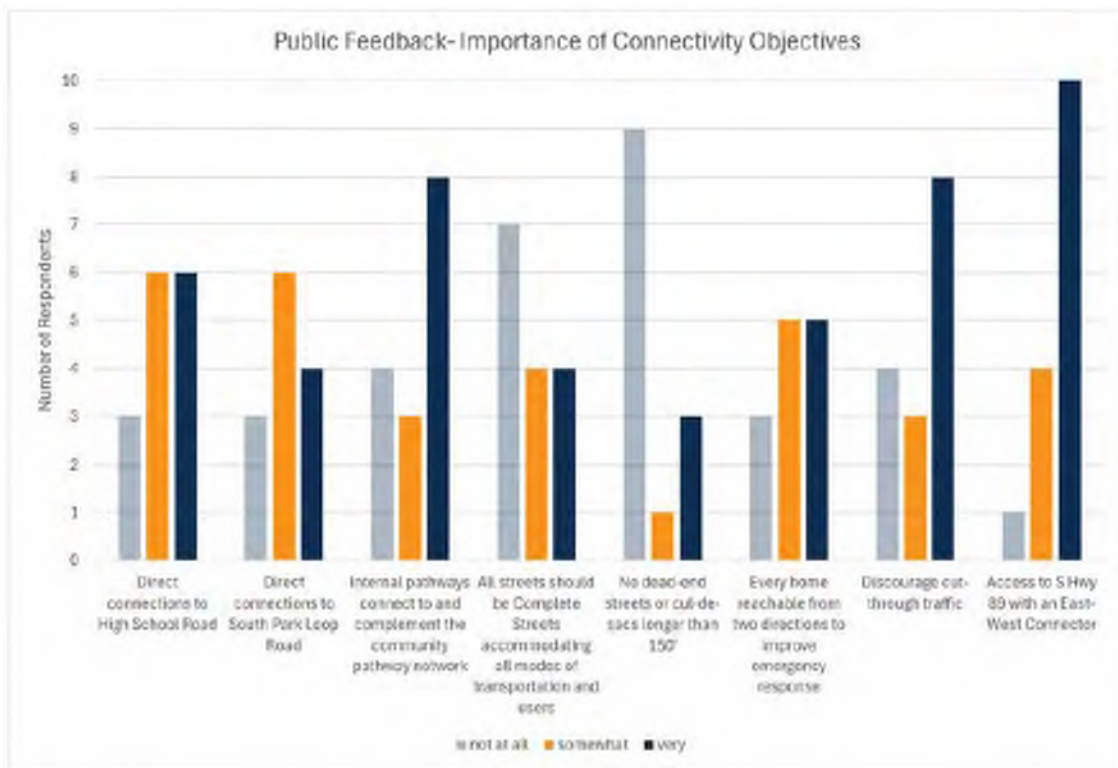


FIGURE 63: PUBLIC FEEDBACK – IMPORTANCE OF COMMUNITY OBJECTIVES

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5. Recommendations

Based on this study and input received from the public and local/state transportation officials, the following highlight study recommendations:

- ✓ Implement the series of pedestrian, bicycle, and transit improvements listed in the report. Implementation should be done as funding becomes available.
- ✓ Investigate countermeasures to address crash patterns at four intersections.
 - US-89 at South Park Loop Road – Consider eastbound left turn protected-only left turn phasing.
 - US-89 at High School Road – Consider northbound protected-only left turn phasing. Investigate the feasibility of installing animal fencing around the intersection.
 - US-89 at Stelleria Lane – Consider prohibiting eastbound and westbound left turns. Consider installation of a traffic signal.
 - US-89 at Smiths Driveway – Consider prohibiting eastbound and westbound left turns. Consider construction of internal connector roads to Stelleria Lane if a traffic signal is installed there.
- ✓ Implement Travel Demand Management (TDM) to attempt to reduce peak school traffic demand by 35% or more. Options to investigate include:
 - Program of equitable fees for parking, pick-up/drop-off.
 - Provide convenient remote parking lots with free shuttle buses and safe walking.
 - Construct a mobility hub south of the high school to serve as a bus transfer point and a remote parking facility.
 - Adjust the high school and/or middle school bell times to provide time separation.
 - Implement a temporary one-way circulation route around the middle school during the peak drop-off and pick-up times.
 - Provide sports/music storage at activity locations and continue to explore the ability to implement storage on activity buses, while prioritizing safety for passengers and drivers.
- ✓ Implement traffic calming measures on high school road west of the high school.
- ✓ Monitor traffic for approximately two years after TDM implementation. If 35% reduction is not achieved and school peak traffic congestion remains, consider implementing the following capital improvements:
 - Construct a 2nd through lane in each direction on High School Road between Middle School Road and US 89/191.
 - Construct a separate left turn lane eastbound at the East High School Access Road and westbound at Gregory lane.
 - Construct an eastbound right turn lane on High School Road at US 89/191.
 - Provide police/crossing guard temporary traffic control on the High School Road intersections with Middle School Road, East High School Access Road, and Gregory lane during the peak school times.
- ✓ Construct the East/West Connector at a time when funding becomes available and right-of-way can be obtained.
- ✓ Design and construct a Mobility Hub in the vicinity of the south side of the high school.
- ✓ Monitor traffic volumes every two years. When overall intersection volumes approach the threshold figures for each intersection listed in Table 10, begin detailed studies and design of the listed improvements. Stakeholder input revealed an overwhelming

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support for roundabouts instead of traffic signals.

It should be noted that construction of the East/West Connector, the Mobility Hub, and any future improvements listed in Table 10 may be implemented through TIS/TDM partnerships with developers.

TABLE 10: LONG-TERM RECOMMENDATIONS

	Existing AM Peak Volumes	Improvement AM Peak Volume Thresholds	No E/W Connector	Partial E/W Connector	Full E/W Connector
High School / US 89	2300	-	EB Right Turn Lane	EB Right Turn Lane	EB Right Turn Lane
High School / Gregory Ln	950	1230	Roundabout or Signal EB Left Turn Lane (w/signal) SB Right Turn Lane (w/signal) 2 Thru Lanes East/West	Roundabout or Signal EB Left Turn Lane (w/signal) SB Right Turn Lane (w/signal) 2 Thru Lanes East/West	Roundabout or Signal EB Left Turn Lane (w/signal) SB Right Turn Lane (w/signal) 2 Thru Lanes East/West
High School / HS East	880	1390	Roundabout or Signal WB Left Turn Lane (w/signal) 2 Thru Lanes East/West	None	None
High School / Middle School	850	1110	Roundabout or Signal 2 Thru Lanes East/West Left Turn Lanes - All Approaches	None	None
High School / S Park Loop	620	980	Roundabout or Signal WB Right Turn Lane SB Left Turn Lane (w/signal)	Roundabout or Signal WB Right Turn Lane SB Left Turn Lane (w/signal)	Roundabout or Signal WB Right Turn Lane SB Left Turn Lane (w/signal)
S Park Loop / W Boyles Hill	350	740	Roundabout	Roundabout	Roundabout

Appendix A

Stakeholder Feedback



2024

A Transportation Plan
for Schools, Neighborhood, and Community

Modernizing Mobility

FOR WEST JACKSON

STAKEHOLDER FEEDBACK



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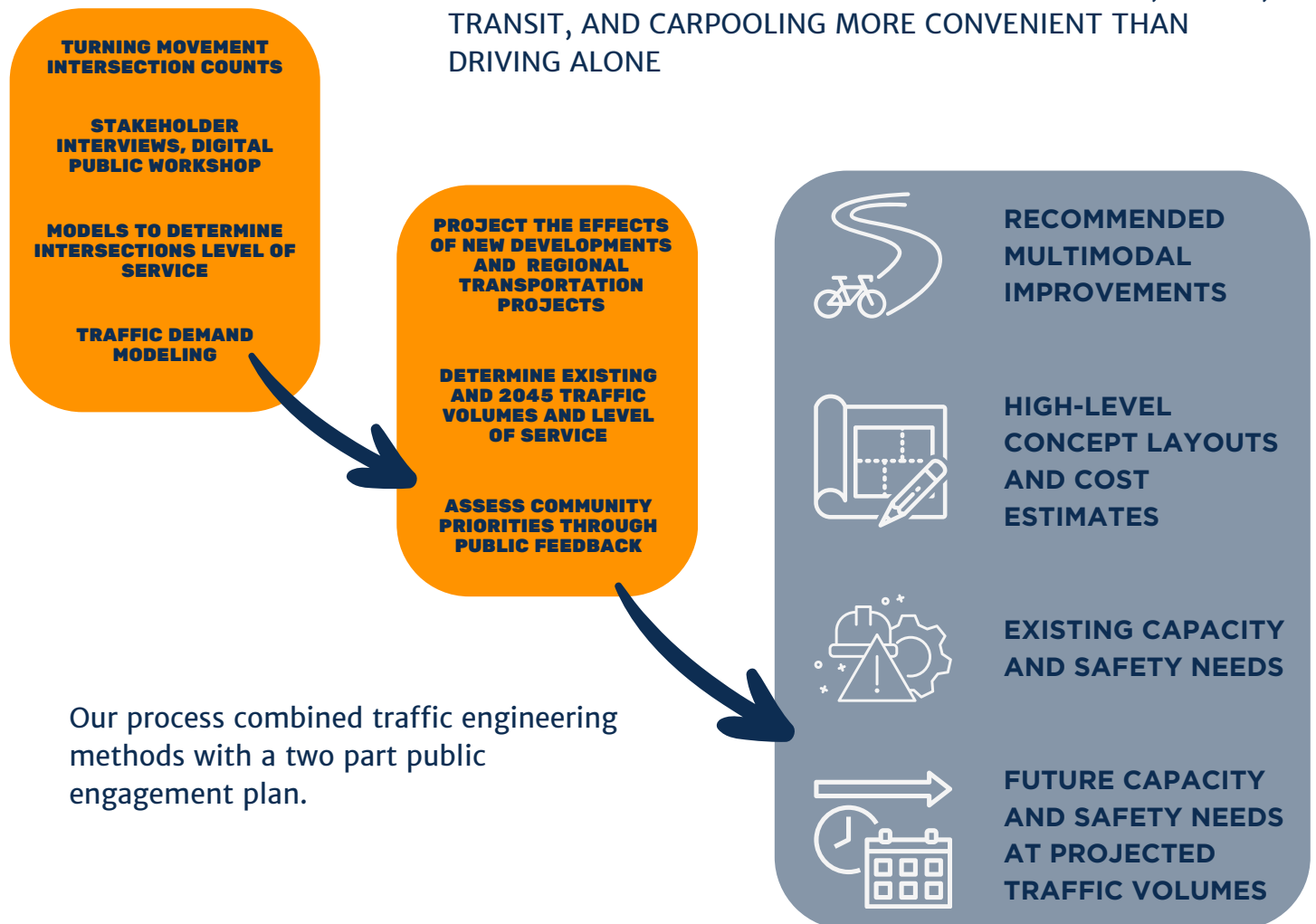


Introduction

As West Jackson and Northern South Park continue to develop, the Town of Jackson and Teton County Wyoming have undertaken a study to plan for the future transportation network, in order to meet demands and provide safe, equitable travel.

This study includes alternatives for a transportation network that:

- INCORPORATES COMMUNITY PRIORITIES AND ANTICIPATES POTENTIAL TRANSPORTATION NEEDS IN WEST JACKSON
- REHABILITATES AND MODERNIZES EXISTING RIGHTS-OF-WAY
- FULFILLS THE POLICY DIRECTIVE TO MAKE WALKING, BIKING, TRANSIT, AND CARPOOLING MORE CONVENIENT THAN DRIVING ALONE



Our process combined traffic engineering methods with a two part public engagement plan.

Strategies for Public Engagement

Leverage existing partnerships and connections

Because there is a wealth of existing public feedback from the NSP Neighborhood Plan and other planning efforts, many of the connections with community leaders and groups have already been activated. Previously identified stakeholders who are likely to be highly involved can be contacted quickly to provide informed insights.

Combine forces with parallel planning efforts

A concurrent planning effort for Gregory Lane is underway and there was an opportunity to combine public meetings and advertising, along with The Safe Streets For All (SS4A) project and WYDOT, which had also received funding for long-term planning efforts whose scope overlaps with this transportation plan. Combining public outreach in shared 'Transportation Expo' and Open House lowered the barrier for interested community members to participate in multiple projects.



Principles of Engagement



Accessibility

Public outreach included multiple locations, times, and modes for engagement. Media was presented in both English and Spanish, and online resources mirrored those presented in person.



Inclusiveness

Media was launched with the aim of reaching as many populations as possible. Public meeting locations and times aimed to be convenient and accessible. While this public engagement plan targeted existing stakeholder connections, our goal was to be as inclusive as possible in other channels, including the digital town hall and in-person meetings.



Transparency

Because the main objective was engineering analysis, it was important to set proper expectations for public outreach. We wanted the public to know how their feedback will be incorporated. We also wanted to advertise the process for recording input, the many opportunities to engage, and for adoption of the Plan.



Accountability

Accountability to the public is the overall objective of planning, to increase trust and engagement for better community outcomes. We emphasized how the plan mitigates the concerns we heard in the public outreach process, and what future planning is necessary.

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Targeted Outreach

During the first phase of our public engagement plan, we leveraged existing connections by reaching out to a select group of stakeholders.

Over the course of January and February 2024, we conducted three small group interviews with representatives of local businesses and schools, home owners, and pathway advocates. We also hosted an interview session with a group of students from Jackson Middle School, interviewed one Jackson High School Student, and collected written feedback from others. We held two separate interviews with property owners of Northern South Park. A total of 24 community members provided interview feedback, and some submitted additional comments via email. Interviews and additional written comments are summarized below.

7

INTERVIEWS

24

STAKEHOLDERS

1

NON-PROFIT

6

MIDDLE SCHOOL
STUDENTS

1

HIGH SCHOOL
STUDENT

1

EQUITY TASK
FORCE MEMBER

4

LOCAL
BUSINESSES

3

EDUCATIONAL
INSTITUTIONS

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Key Takeaways

TARGETED OUTREACH



School Start/Release Congestion

Every stakeholder we spoke with mentioned the impact of traffic before and after school. Congestion is worst on High School Road, but impacts the entire study area as users seek alternative routes to and from the schools. User conflicts are observed during these times as school kids walk, bike, e-bike, and drive, using sanctioned and unsanctioned routes. Congestion is not generally an issue outside of the school start and release times.



Travel Mode Conflicts

Interviewees noted that accidents and near misses occurred due to many types of travelers using the same spaces. E-bikes on sidewalks, pedestrians in bike lanes, and bike/ped commuters in vehicle lanes through out the study area were cited.



Deterrents to Transit Use

Multiple participants discussed the barriers to bus ridership, causing people to choose single occupancy vehicles. Students with activities did not utilize the school bus because pick up and drop off times are significantly longer than other modes of travel. Similarly, those who need to travel to multiple points within Jackson found START bus routes and times a limiting factor.



Incompatible Land Uses

The West Jackson study area contains an important industrial center. Gregory Lane businesses expressed concern over safety for non-vehicular travelers. Commercial uses require frequent large truck access in the same corridors that children travel to school, crossing pathways and multimodal intersections.



Key Locations

TARGETED OUTREACH

High School Road

Traffic and safety issues on High School Road came up in every interview we conducted. User conflicts between pedestrians, bicycles, e-bikes, private vehicles, and trucks were a huge concern, as were traffic delays and pollution. Specific network issues noted were:

- **Missing pathway segment on High School Road. Bicyclists and e-bikes must use the sidewalk between intersections 13 and 12 on the north side of High School Road. This route crosses the busy ingress/egress from Smith's parking lot.**
- **Pathway users coming from the south must cross High School Road at intersection 13 because no facility exists on the south side of High School Road.**

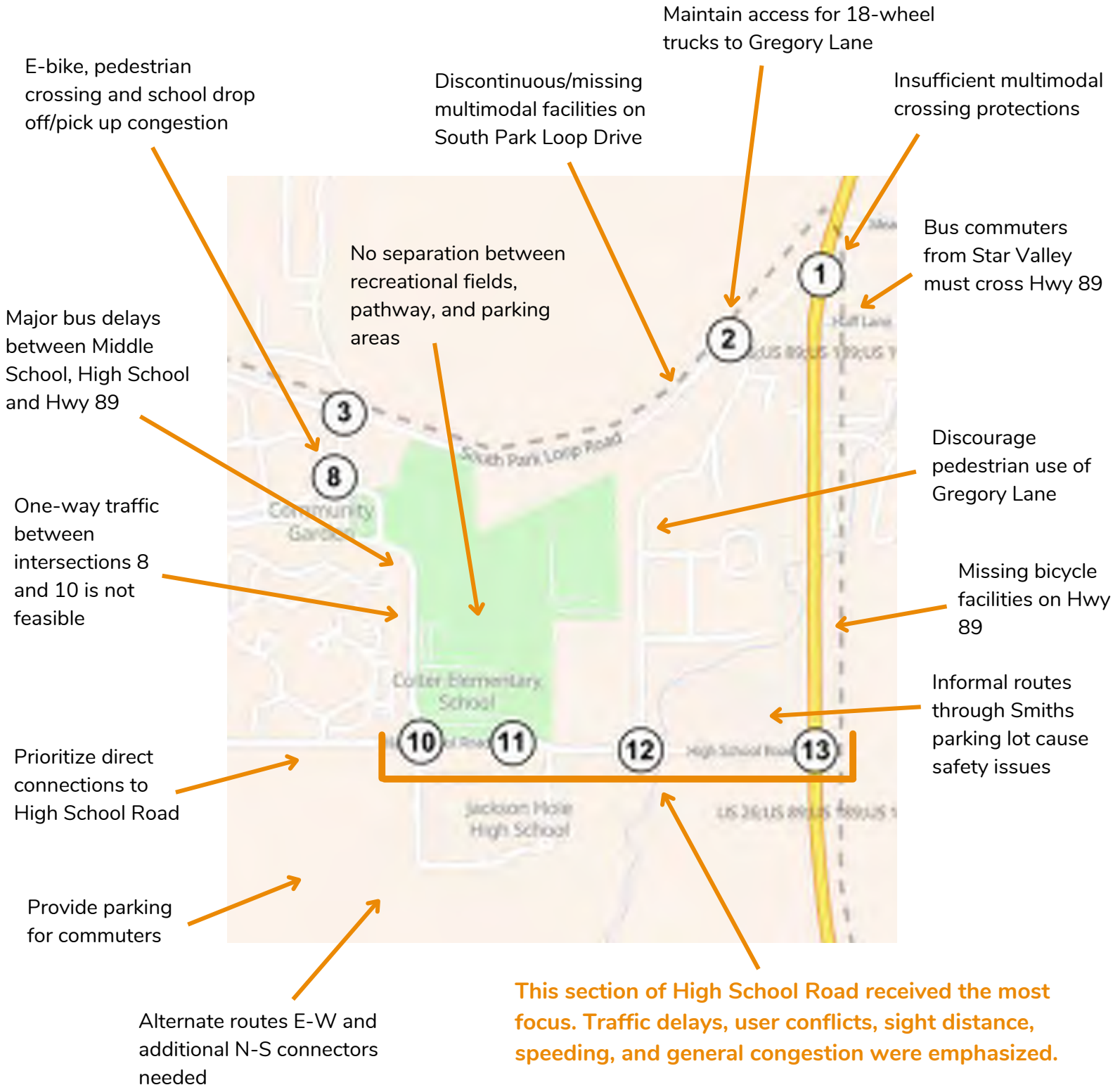
Gregory Lane

Safety on Gregory Lane was a major concern among participants. 18-wheel truck traffic is frequent, servicing local businesses. Maintaining truck access as well as vehicle access for commercial patrons was a top priority for business owners. Interviewees noted the following crucial safety issues:

- **Pathway crossing north of intersection 12 subject to limited visibility and high traffic speeds. Almost every participant noted safety issues with this crossing.**
- **Intersections 12 and 2 were also noted for safety concerns, with multimodal users, many of whom are children, crossing heavy truck and vehicle traffic.**

Key Locations

TARGETED OUTREACH



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Other Comments and Suggestions



- Preventative management is better than mitigation later
- Construction trucks should be banned from High School Road
- Reduce the number of vehicles on High School Road



- Roundabouts that are too small for trucks will cause issues
- Ensure business access during construction on Gregory Lane
- A bike lane or sidewalk through an industrial park is not a good idea as there are trucks parking overnight, forklifts operating, loading and unloading



- Reroute school buses off Gregory Lane
- 3-way stops at intersection 2 and 12 would help



- Design solutions are best because enforcement is limited
- Lack of room by Middle School causes congestion, safety issues
- Staggered release times needed



- Light or traffic control at intersection 10 would help
- A bus line from Rafter J to Northern South Park is needed
- Anywhere with speed limit 35 mph needs a separated pathway
- Pathways should avoid parking lot ingress/egress and busy commercial areas



- Crossing guard at Gregory Lane pathway crossing needed
- Activity bus coordinated between schools, Classical Academy, and private clubs needed



- Pathway/protected lane on both sides of South Park Loop Road needed
- Pathways on South Park Loop Road and Hwy 89 need to be connected to the rest of the network, Maple Way, Garaman Park, etc.



- Pathway reroute should take users off High School Road
- A bus hub for commuters and intra-town transit needed



- Parking above or below ground should be considered to reduce spatial impact



- Need affordable housing and transit options for CWC students
- Mixed road designs should look and feel like the rest of Jackson
- Critical to get ahead of commuting problems from Lincoln County and Bondurant



- Encourage public transit routes for shorter trips
- Crosswalks can be greatly improved
- Bus stops should be covered
- Bus/Carpool lane on Middle School and High School Rd needed

Other Comments and Suggestions

This diagram shows a potential pathway network envisioned by Todd Scholtens, owner of Bison Lumber which is located on Gregory Lane. Todd has noted and documented routes that people use to travel through this neighborhood and provided us with this drawing. Most of the pathways in yellow already exist. The blue colored lines are documented social trails, and the green line is an existing pathway that is being studied for speed mitigation interventions. The purple area is the location of a new apartment complex. While this design does address pathway needs in the area, it could be difficult to achieve as the baseball fields are on state owned land, some of the property is owned by the School District, and some by Teton County.



Gill/Lockhart Properties

TARGETED OUTREACH

1/26/2024- Cody Lockhart, Chase Lockhart, and representative Mark Johnson

Cody and Chase Lockhart continue to run a working ranch on their property, which fronts Hwy 89/191 and High School Road. Continuing ranch operations for the next generation of their family is an important value that they are seeking to protect.

Cody and Chase told us that any housing developments or infrastructure would be designed to allow ranching operations to continue. The purpose of a developing residences would be to provide financial resources to the ranching operation, and would take place over multiple decades into the future. A housing development would likely be located west of the High School, on the northern portion of the ranch.

Maintaining ranch operations impacts the location of an east-west connector. If a road is put in at the WYDOT access, south of the High School, it will cut off the northeast corner, making it impossible to ranch that portion. If an east-west connector is built further south, near the Red House Rd alignment, it would impact the historic ranch headquarters building and effectively put the ranch out of business. They are opposed to both these options. The family would instead like to see the transportation issues solved with existing infrastructure, by improving or increasing the capacity of High School Road, and others.

One scenario mentioned expanding High School Road to four lanes between the Highway and Middle School Road, and creating a connector road that ran south of the High School from Gregory Lane to South Park Loop Road, creating a four-way intersection at Gregory Lane.

The family may be willing to transfer land adjacent to High School Road to allow an increased right of way, for a road cross section that addresses traffic and safety issues. They would be in favor of a pathway at this location.

2/13/2024- Jaclyn Knori, PE and Thomas Kirsten, PE, Jorgensen Engineering

We met with the Gill family's representatives for development projects at Jorgensen Engineering. Jaclyn and Thomas have worked on recent projects involving the Gill properties in Northern South Park. They reported that the family does not have many plans currently. Jaclyn told us that development would likely move forward with approval of the new land use regulations, but that most of the property was a blank slate so far.

Thomas and Jaclyn were of the opinion that an east-west connector around half-way between High School Road and Red House Road would be practical.

Plans for the newly approved Porter Ranch Subdivision, which is in the southwest corner of the study area, include a north-south road (Haystack) that is aligned with Rangeview Road to create a future north-south connector, and a four-way intersection at Rangeview/Haystack and High School Road.

They also reported that the subdivision approval included a 20-foot wide strip of land dedicated along the south side of High School Road for creation of a pathway. This land runs west from the High School to South Park Loop Road. The Porter Ranch Subdivision was also conditioned on an easement for a future bus stop on South Park Loop Road. The neighborhood will contain 79 residential lots and one park parcel to be dedicated to the County. The designs include internal pathways and cross-access easements for future pathway connections.

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Community Outreach

During the second phase of our public engagement plan, we created a variety of opportunities for the general public to provide feedback.

In February we participated in Teton County's first Regional Transportation Expo, and we launched an online feedback tool which contained discussion questions, forums for comment, and an interactive map. In May our current and future transportation needs, concept designs, and travel demand management strategies were added to the digital community workshop for public comment. On May 7, we hosted an Open House in conjunction with Safe Streets and Roads For All to take advantage of overlapping project areas and planning topics, allowing interested public to engage in both projects at one event. At the open house we provided an opportunity to interact in-person with transportation planners and engineers, and give feedback on the topics presented online.

1

TRANSPORTATION
EXPO

1

OPEN HOUSE

2

DIGITAL COMMUNITY
WORKSHOPS

53

TOTAL ONLINE
COMMENTS

83

IN-PERSON
PARTICIPANTS



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Key Takeaways

DIGITAL COMMUNITY WORKSHOP 1



Themes Echoed from Targeted Outreach

Many of the comments addressed school congestion, travel mode conflicts on High School Road and Gregory Lane, and the need for pathway connectivity.



Wildlife Safety

Dead elk, moose, and deer were noted, as well as the need for safe wildlife corridors.



Residential Neighborhood Access

Commentors reported difficulty and dangerous conditions accessing residential streets from South Park Loop Road, Highschool Road and Highway 89. Speeding, short sight-distance, and cut-through traffic were cited.



Add Comment

Biggest Concerns



Add Comment

What is most important?



Add Comment

What's working?

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Key Takeaways

OPEN HOUSE & DIGITAL COMMUNITY WORKSHOP 2



Support for Building an East/West Connector

Multiple participants noted the need for an alternative to High School Road, some emphasizing that it should be installed before much of Northern South Park is developed.



Roundabouts Preferred Over Signals

In-person and online, participants chose roundabout options for High School Road intersections. At the Open House, 18 dots were placed by the roundabout alternatives for the Middle School Rd intersection and High School Road/Gregory Lane intersection, while zero were placed by the signal options.



Pathway Connectivity + Public Transit

In conversations at the Open House, improving connections between pathway segments, adding amenities like benches, and separating modes with different speeds were noted. Participants emphasized the interconnection between transit access and pathway use as a way to get cars off roads.



Middle School Road Safety

Multiple comments and conversations contained concerns about over-parking combined with sports field activities, access for emergency services, and general congestion. Suggestions included making circulation one-way with a bus-only lane and restricting street parking.



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CONNECTIVITY PRIORITIES

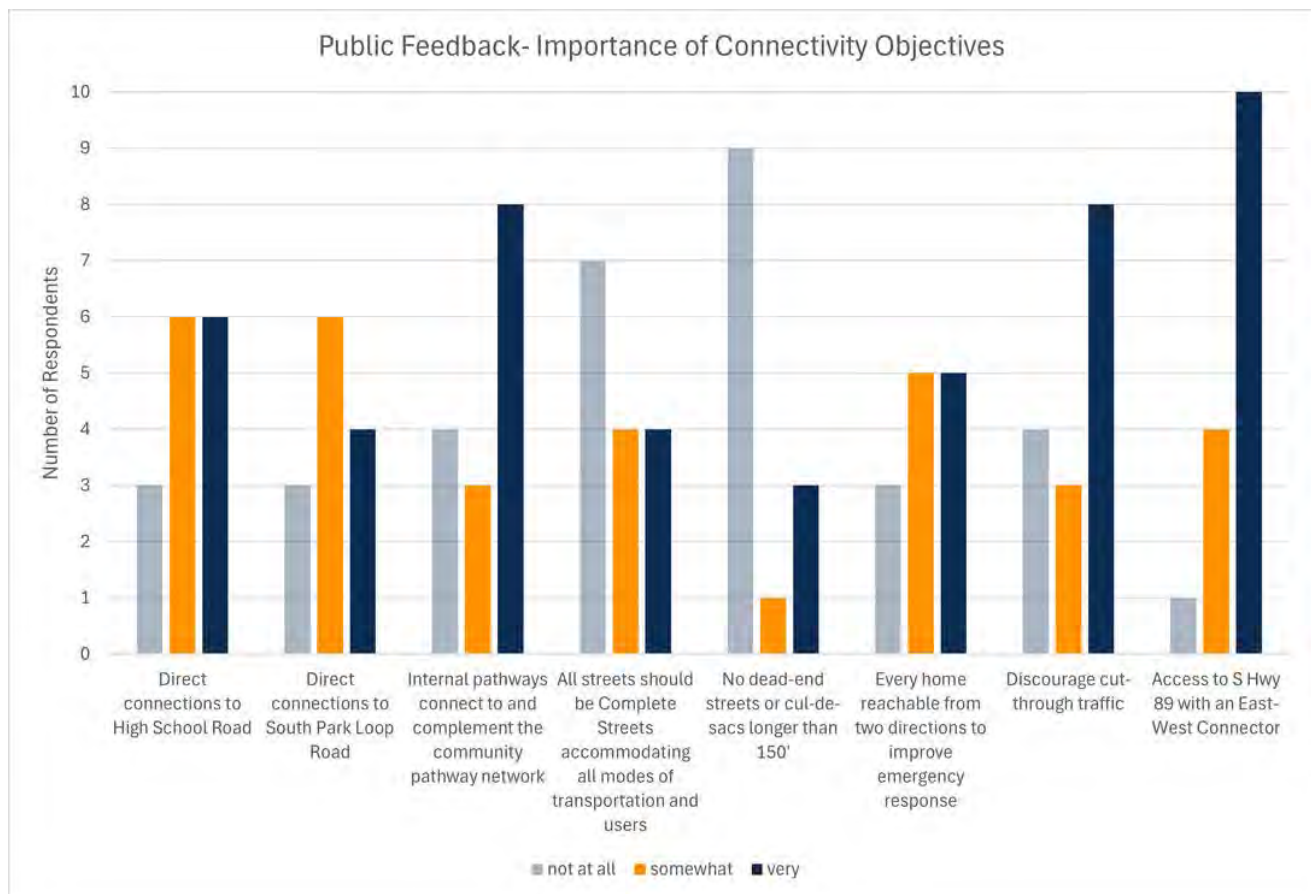
DIGITAL COMMUNITY WORKSHOP 1

The survey question asked respondents to rank the importance of eight ‘Connectivity Objectives’ from the Northern South Park Neighborhood Plan. Each objective was given a value of ‘not at all important,’ ‘somewhat important,’ or ‘very important.’

“Access to S Hwy 89 with an East-West Connector” received the most ‘very important’ rankings.

“Discourage Cut-Through Traffic,” and “Internal Pathways connect to and complement the community pathway network” also received many ‘very important’ rankings.

“No Dead-End Streets or Cul-de-Sacs longer than 150’” received the most ‘not at all important’ rankings.



LOCATIONS OF CONCERN

DIGITAL COMMUNITY WORKSHOP 1



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#001

Posted by **Frank DiMeglio** on **03/08/2024** at **12:45pm**

Suggestion Agree: 0, Disagree: 0

making a left turn from high school rd or dairy ln onto south park loop is especially difficult here do to limited sight distance at the intersection. not sure if vegetation can be cut back or even a 4 way stop sign installed

#002

Posted by **Mary Cernicek** on **02/17/2024** at **5:48am**

Suggestion Agree: 1, Disagree: 0

The speed on South Park Loop is excessive and not limited to any one particular time of day.

#003

Posted by **Andrea Dombroski** on **02/21/2024** at **10:29am**

Suggestion Agree: 1, Disagree: 0

As a resident of Cottonwood, it is very concerning that there is only one way in and out of the complex.

#004

Posted by **Libby Crews Wood** on **02/11/2024** at **6:45pm**

Question Agree: 0, Disagree: 0

I am very curious to know the number of students dropped off at the middle school in the mornings and why they are not utilizing another means of transportation. The congestion in this area between 8:30 - 9am is significant, as are the number of tardies for students on a daily basis. Do we have data to demonstrate to families the impact of driving children to school versus utilizing the district bus system? And, are our school busses operating at capacity?

#005

Posted by **Trevor Deighton** on **02/09/2024** at **3:22pm**

Suggestion Agree: 1, Disagree: 0

Middle School Parent Pick Up - It is much more common for parents to pick up there students. The congestion is a major concern for the safety of students walking or biking. Additionally the parking for after school sports along the roads even in areas signed as no parking is a safety concern.

#006

Posted by Trevor Deighton on 02/09/2024 at 3:23pm

Suggestion Agree: 1, Disagree: 0

Middle School Ebikes - Middle school students on ebikes not obeying traffic laws, or respecting others on the bike path is a major concern. This is especially true with students running stop signs, weaving through parking lots at high rates of speed (like smiths).

#007

Posted by Trevor Deighton on 02/09/2024 at 3:20pm

Suggestion Agree: 2, Disagree: 0

High School Student Parking Lot, and all roads exiting the highschool especially in the afternoon. The amount of unsafe, unmonitored and aggressive driving especially immediately after the high school is released is terrible. New drivers are speeding, tailgating, cutting off others all in an area of terrible congestion and heavy pedestrian and bike traffic.

#008

Posted by **Kathy Tompkins** on **02/24/2024** at **4:30pm**

Agree: 0, Disagree: 0

The elementary school is well within the 500ft zone for health impacts from vehicle exhaust and its micro particulate's VOCs. These micro particulates can infiltrate schools without any modernized filtration systems. Exhaust VOCs on busy roads of 10,000 trips or more increases the risks for stunted lung development, slower brain cell development, certain types of cancer and asthma in children. Exhaust is more problematic in older, longer lasting diesel vehicles for the elementary school on High School Road. That is because Wyoming has weak regulations on diesel engines. Therefore, we cannot use High School Road as the dumping ground for the all the project wants by developers and WYDOT's TTC. The East West Connector is a need that should be built before any site work is done for the Tribal Trail Cutoff and Northern South Park homes.

#009

Posted by **Aly Courtemanch** on **02/22/2024** at **4:52pm**

Suggestion Agree: 2, Disagree: 0

Gregory Lane is very narrow with no shoulder or sidewalks and fast traffic. I often see people trying to walk along the side of the road and it seems extremely dangerous. Adding a sidewalk would be helpful.

#010

Posted by **Mary Cernicek** on **02/17/2024** at **5:45am**

Suggestion Agree: 0, Disagree: 0

Since the new apartments have gone in the increase in traffic trying to turn in and out coupled with speed on the road and increase in pedestrians is unsafe. The turn into the facility is difficult to negotiate - might need signage to warn motorists and pedestrians of the impending turn and subsequent stoppage of traffic

#011

Posted by **Chris Owen** on **02/22/2024** at **9:39am**

Agree: 1, Disagree: 0

Connect the pathway on both side of High School Road. A pathway on the south would allow students to get to school without multiple crossings, and the pathway on the north accesses the Middle School and Colter but is disjointed around Smiths.

#012

Posted by **Mary Cernicek** on **02/17/2024** at **5:38am**

Suggestion Agree: 2, Disagree: 0

The backup and blocking of the intersection for turning left onto 89 is particularly bad in the mornings. The speed coming into town from the south is high and regularly motorists are running the stoplight making the left turn at the light unsafe.

DISCUSSION QUESTIONS STATS

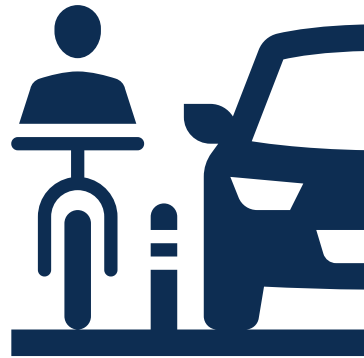
DIGITAL COMMUNITY WORKSHOP 1



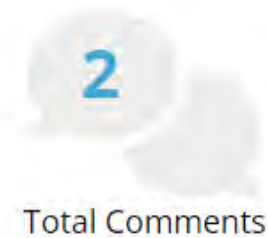
BIGGEST CONCERNS



WHAT IS MOST IMPORTANT?



WHAT'S WORKING?



FULL COMMENTS IN APPENDIX



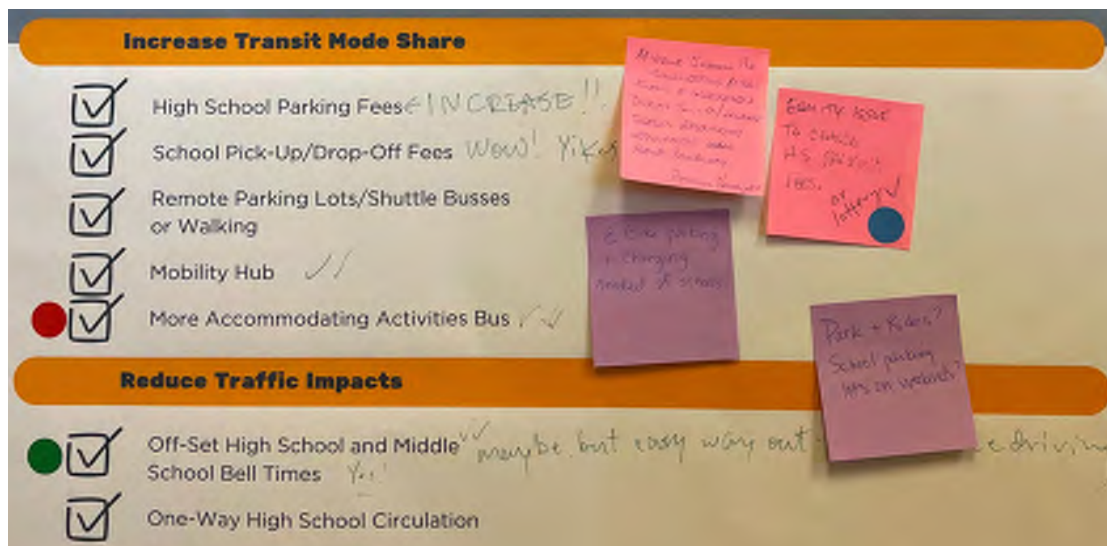
TRAVEL DEMAND MANAGEMENT

OPEN HOUSE AND DIGITAL COMMUNITY WORKSHOP 2

Based on the engineers' findings, we suggested that traffic circulation could be improved on High School Road by reducing the number of peak-hour trips by roughly 300 or 30%.

We asked people in-person and online what Travel Demand Management Strategies they would support to help achieve this reduction without infrastructure improvements.

Participants indicated that an effective activities bus would be useful, also supporting remote parking lots, mobility hubs with transit connections to Melody Ranch and Rafter J, and off-set bell times. High School parking fees received moderate support, with a comment suggesting that parking passes be issued by lottery gained several participant votes.



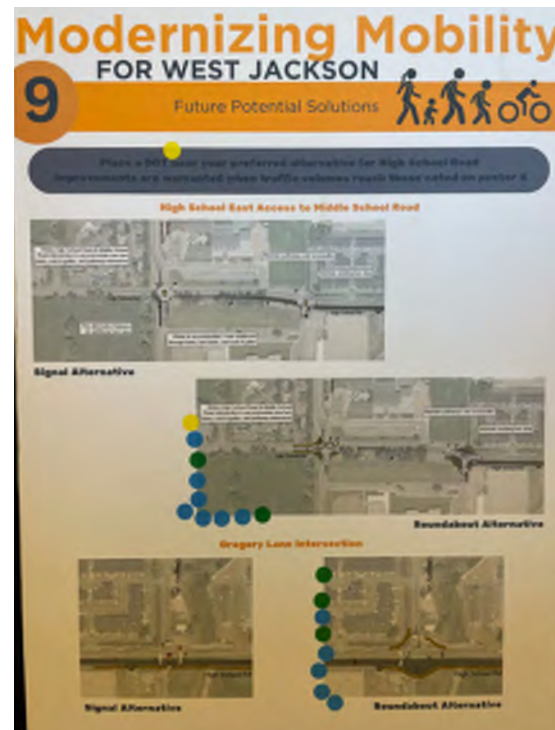
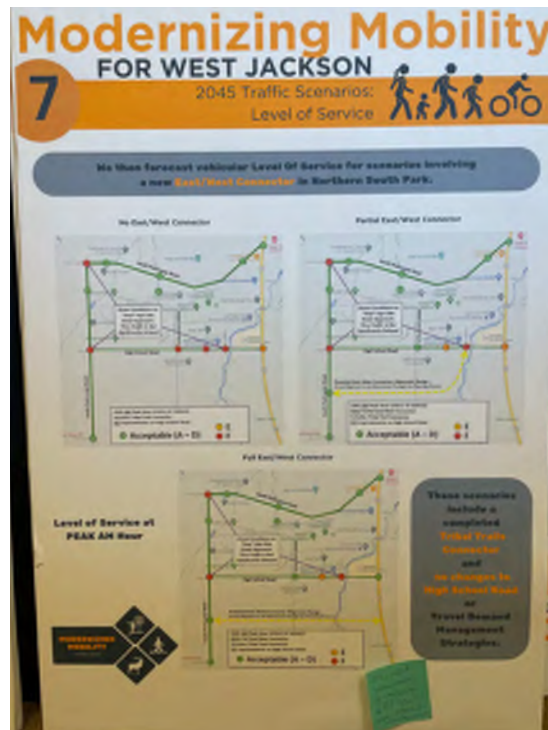
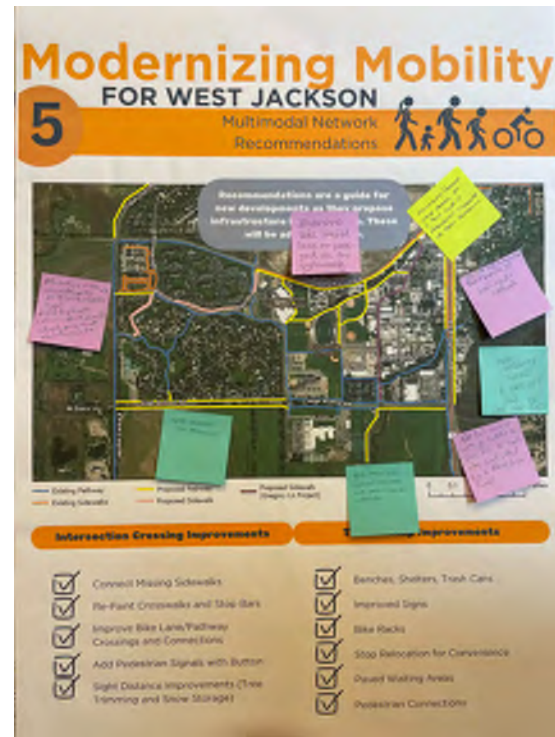
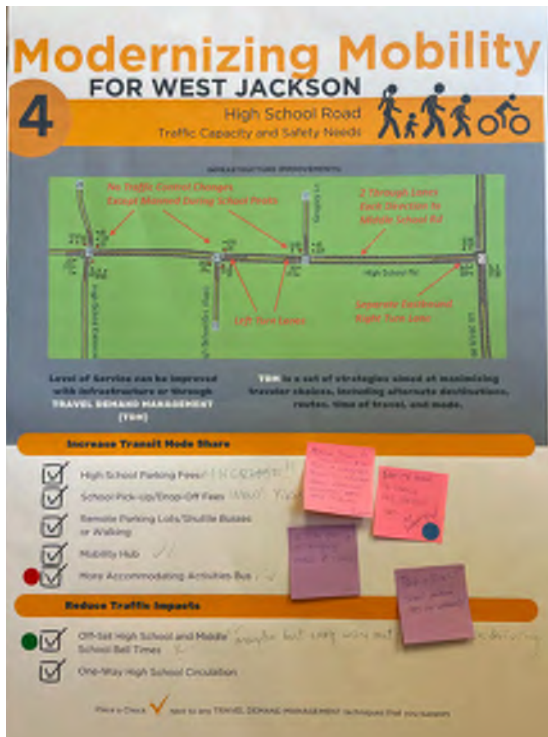
High School Parking Fees	School Pick-Up/Drop-Off Fees	Activities Bus	Mobility Hub	Remote Parking Lots/ Shuttle Buses or Walking
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Modernizing Mobility

FOR WEST JACKSON

Poster Feedback

OPEN HOUSE



APPENDIX



Online Comments-Questions

What is most important to you for the future transportation network?

#001

Posted by **Anonymous** on **02/09/2024** at **3:29pm**

Build the Tribal Trails Connector! This would alleviate many of the traffic and safety concerns both for this neighborhood and beyond by allowing multiple access and egress points! Please do not let the desires of a few property owners outweigh the desperate needs of an entire community and the safety of our students.

#002

Posted by **Anonymous** on **02/10/2024** at **11:49am**

Getting out of Rafter J safely.

#003

Posted by **Anonymous** on **02/14/2024** at **6:56am**

Add tribal trail connector.

#004

Posted by **Anonymous** on **02/22/2024** at **10:14am**

Ability to ride on bike paths from west to east/downtown Jackson with less road riding required

#005

Posted by **Anonymous** on **02/24/2024** at **11:55am**

There doesn't seem to be any accountability for what happens to High School Road. One entity pushes it off to another. The WY22 corridor study area is too small. Mitigation along the TTC, WY22 corridor and in Wilson won't help the kids who will be breathing in major increases of dangerous Volatile Organic Compounds (VOCs) and other pollutants from vehicle exhaust. Especially from diesel exhaust in Wyoming, where good regulations for older trucks are lacking. Kids will also have to deal with navigating all the construction trucks and new enabled traffic. Both dangers will be constantly present, by using High School Road as a cut through for backed up traffic on WY22 and a dumping ground for the proposed Northern South Park development construction traffic. The elementary school is well within the 500 foot zone for increased health and safety impacts on children. Risks of near road air pollution exposure to children's health, such as stunted lung development, worsening asthma, and increased risk of cancer will increase exponentially. The minimum amount for exposure from vehicle exhaust pollution is defined as those roads with daily traffic of 10,000 vehicle trips, but at least 500 trucks (Hopkins JS (2017). Carbon Wars: The invisible hazard afflicting thousands of schools). Learn from cities that are now recognizing past mistakes with locating busy roads within five hundred feet of schools. We will easily exceed minimums for High School Road with all these project wants. We should be eliminating all health and safety risks, not increasing them. HOV lanes on WY22 with more mass transit and ride sharing, disincentivize single occupancy vehicles, incentivize to minimize wasteful vehicle trips and choosing the 'no build option' for

the TTC are the only humane options. Anything else is just wasting time, money and lives.

#006

Posted by **Anonymous** on **02/24/2024** at **2:30pm**

We need a park all along High School Road (HSR). New integrated neighborhoods can be built on the South side of the park. This suggestion may seem like it is in the wrong proposed building project, but it should be included with modernizing West Jackson. The park should be placed on the west side of the Central Wyoming College (CWC) campus and extend West to South Park Loop Road (SPLR). It can be the depth of the CWC campus or hopefully deeper. The park would have the physical and psychological effect of slowing traffic on HSR. HSR needs to be a narrow, two lane, strictly neighborhood and school road with separated curbed, landscaped bicycle paths and separate sidewalks. Ban all industrial trucks and cut thru traffic on High School Road and divert them to the new East West Connector (EWC) and or South Park Loop Road at the Maverick on 89. Any industrial traffic using Gregory Lane must use SPLR or the small section of HSR on the South side of Smith's Food Store, going to 89. We must not have a four lane stroad or traffic circles on HSR. A stroad is neither a road nor street. It is a hybrid that enables more traffic. They are dangerous and unproductive. This can't be repeated enough... Four lanes and traffic circles must not be an option for High School Road. I was told by a consultant representing 'Modernizing Mobility for West Jackson', at the transportation expo, 'it could be a cheaper option than building the EWC'. That would be disastrous and completely antithetical to getting people out of their cars. We need the East West Connector (EWC) behind and closer to the high school, the proposed high school field house and to be built Central Wyoming College (CWC) campus. This road would take all the high school and CWC traffic. If the proposed Tribal Trail Cutoff (TTC) is approved, the East West Connector (EWC) must be built at the same time. If the development in Northern South Park (NSP) comes first, then the EWC must be built before any free market or deed restricted housing site work is started. This will keep High School Road (HSR) safe from 10 to 20 plus years of construction traffic and the new enabled traffic from the NSP neighborhood and proposed TTC. The Central Park will not only slow traffic, it can pull more people out of their vehicles by having pop up, year round, coffee and food trucks on devoted slabs with solar, picnic tables and natural landscaping. Contracts can be bid on yearly. The Central Park will slow any traffic going into the new neighborhoods opposite Rangeview and Cornercreek. Use speed bumps, and build attractively landscaped intersection corner radiuses as small as possible. These physical vehicle impediments must also be incorporated all along HSR. The Central Park would also serve as an East West corridor connecting North South open space corridors through out NSP for wildlife. If you have densely packed buildings backed right up to HSR, it would be an even larger barrier to wildlife than the fences are now. The Central Park could serve the schools and neighborhoods with running paths for athletes, xcountry paths for skiers in winter, and year round nature paths. The nature paths could have exhibition xeriscape gardens along it with educational signs naming plants and their

connection to low maintenance and low water usage. There could also be exercise stations. If the EWC is built before anything else, the transformed, school kid and family friendlier HSR will be a great road to use for block parties, fairs and other social gathering events. WYDOT should be responsible for the EWC. We also need to follow the Teton County Comprehensive Plan goals of building out town first. Being situationally aware of future problems and being proactive now can save millions of dollars in proven failed traffic mitigation later.

What do you like about the existing infrastructure or network? What do you want to see continue?

#001

Posted by Mary on 02/17/2024 at 5:24am

The bus stops are well situated. There are the right amount of stops. The pathway network is well laid out.

#002

Posted by Brook Phillips on 03/21/2024 at 10:03am

As the TCSD Orientation and Mobility Specialist, I see a huge gap in the public transportation system as well as Audible Pedestrian Signals (APS). For people with disabilities (I work with people that have low vision and can not drive) south of town is essentially cut off from town unless they pay for an Uber. There aren't very many of them but they sure do use it. What START bus and START Demand have told them is that they just weren't used enough to warrant the trip south.

In terms of the APS, there are only a couple in town- one at Smith's and one at the town square.

I recognize that this survey isn't asking about the rest of town besides West Jackson but it seemed like a good place to make this strong suggestion.

We are so lucky to have public transportation. With a little tweaking we could make it even better for people with disabilities. Thank you for your time!

Open House Comments

Submitted Time	Submitted By	Comments
5/7/24	Anonymous	
Open House		Make Gregory Lane a one way road, one side for bikes
5/7/24	Patrick Hathaway	Middle School Rd congestion after school and weekends during soccer/lacrosse season. Emergency equipment will have problems
Open House		
5/7/24	Anonymous	
Open House		Bus shelters with clear roofs are too hot in summer, should have shade
5/7/24	Anonymous	
Open House		Hwy 88 stellaria and whole foods, reduce speed to 30, traffic signal and crosswalk
5/7/24	Anonymous	
Open House		Park and Rides? School parking lots on weekends?
5/7/24	Anonymous	
Open House		Yes, need some sort of connector to 89 rom new s park gil development
5/7/24	Anonymous	
Open House		E Bike parking and charging needed at schools
5/7/24	Anonymous + 3 votes	
Open House		Equity issue to charge HS parking fees- Or lottery
5/7/24	Anonymous	Already a wide concrete path on Blair Dr (north side). Avoid duplicate rather JHCP should adopt one that already exists
Open House		
5/7/24	Anonymous	
Open House		More benches on pathways
5/7/24	Anonymous	
Open House		Improve bike travel lane or path- ped ok on sidewalk
5/7/24	Anonymous	Add trail access with N South Park to Josies Ridge or South along west side of Hwy to Adams Canyon tunnel
Open House		
5/7/24	Anonymous	North bound Gregory land traffic at S Park Loop is frequently congested or just dangerous.
Open House		

Online Comments-General

5/7/2024 13:30 Anonymous

We can't isolate road and path planning from all these future enabled drivers among all the project wants that will dump their traffic on to High School Road. That includes the Tribal Trail Cutoff, new CWC campus, proposed high school field house and 1,200 plus homes in Northern South Park.

We need a park all along High School Road (HSR). New (hopefully integrated) neighborhoods can be built on the South side of the park. The park should be placed on the west side of the Central Wyoming College (CWC) campus and extend West to South Park Loop Road (SPLR).

It can be the depth of the CWC campus or hopefully deeper.

The park would have the physical and psychological effect of slowing traffic on HSR. HSR needs to be a narrow, two lane, strictly neighborhood and school street with separated curbed, landscaped bicycle paths and separate sidewalks.

Ban all large industrial trucks from HSR and divert cut thru traffic on High School Road to the new East West Connector (EWC) and or South Park Loop Road at the Maverick on 89.

Any industrial traffic using Gregory Lane must use SPLR or the small section of HSR on the South side of Smith's Food Store, going to 89. It's called High School Road for a reason, now with a half dozen schools around it and the soon to be built CWC campus.

We must not have a four lane stroad or traffic circles on HSR. A stroad is neither a road nor street. It is a hybrid that enables more traffic. They are dangerous and unproductive.

I was told by a consultant representing 'Modernizing Mobility for West Jackson' at the transportation expo, 'it might be a cheaper option to build a four lane High School Road than building the East West Connector in Northern South Park'. The private developers would love that since they have always pushed back on building a connector road anytime soon that they would have to help pay for.

A four lane stroad would be disastrous and completely antithetical to getting people out of their cars. What happened to people first? In this case children first!

We need the East West Connector (EWC) behind and closer to the high school, the proposed high school field house and to be built Central Wyoming College (CWC) campus.

Place it any farther South and it will only benefit the wealthy ranchettes and other free market multi-million dollar homes.

The road placed closer to the high school and other institutional buildings can take a good portion of their traffic.

If the proposed Tribal Trail Cutoff (TTC) is approved, the East West Connector (EWC) must be built at the same time.

If the development in Northern South Park (NSP) comes first, then the EWC must be built before any free market or deed restricted housing site work is started. (5/5/24 note...Hahaha... they are not wasting anytime building the McMansions with the site work going on already. Perhaps this demand is already doomed.)

High School Road needs to be kept safe from 20 plus years of construction traffic and the new enabled traffic from the NSP neighborhood and proposed Tribal Trail Cutoff. The Central Park needed to offset the 1500 new homes will not only slow traffic, it can pull more people out of their vehicles by having pop up, year round, coffee and food trucks on devoted slabs with solar, picnic tables and natural landscaping.

The Central Park and reworked kid friendly HSR will slow any traffic going into the

new neighborhoods opposite Rangeview and Cornercreek. High School Road also must have busses going both ways with protective bus stops on each side. Use speed bumps, and build attractively landscaped intersection corner radiuses as small as possible. These physical vehicle impediments must be incorporated all along HSR from Gregory Lane to South Park Loop Road. The Central Park would also serve as an East West corridor connecting North South open space corridors through out NSP for wildlife. If you have densely packed buildings backed right up to HSR, it would be an even larger barrier to wildlife than the fences are now. The Central Park could serve the schools and neighborhoods with running paths for athletes, x-country paths for skiers in winter, and year round nature paths. The nature paths could have exhibition xeriscape gardens along it with educational signs naming plants and their connection to low maintenance and low water usage. There could also be exercise stations along the paths. If the EWC is built before anything else, the transformed, school kid and family friendlier HSR will be a great street to use for block parties, fairs and other social gathering events. This is desperately needed, since we are being squeezed out of the town square by tourists. Developers with WYDOT's help should be responsible for the EWC. The community will already have enough problems trying to raise over \$400,000,000 for affordable housing in NSP. Being situationally aware of future problems and being proactive now can save lives, both two legged and four. Plus millions of dollars in proven failed traffic mitigation later.

Kathy Tompkins

5/7/2024 13:38	Anonymous	Where is the East West Connector (EWC) in Northern South Park? You can't use High School Road as a four lane stroad dumping ground. What about the safety of the kids? What about Safe Streets? The research seems to be a lazy attempt to get it done without seriously considering the Tribal Trail Cutoff and the need for an EWC.
5/7/2024 13:47	Anonymous	We can't isolate road and path planning from all these future enabled drivers among all the project wants that will dump their traffic on to High School Road. That includes the Tribal Trail Cutoff, new CWC campus, proposed high school field house and 1,200 plus homes in Northern South Park. We need a park all along High School Road (HSR). New (hopefully integrated) neighborhoods can be built on the South side of the park. The park should be placed on the west side of the Central Wyoming College (CWC) campus and extend West to South Park Loop Road (SPLR). It can be the depth of the CWC campus or hopefully deeper. The park would have the physical and psychological effect of slowing traffic on HSR. HSR needs to be a narrow, two lane, strictly neighborhood and school street with separated curbed, landscaped bicycle paths and separate sidewalks. Ban all large industrial trucks from HSR and divert cut thru traffic on High School Road to the new East West Connector (EWC) and or South Park Loop Road at the Maverick on 89. Any industrial traffic using Gregory Lane must use SPLR or the small section of HSR on the South side of Smith's Food Store, going to 89. It's called High School Road for a reason, now with a half dozen schools around it and the soon to be built CWC campus. We must not have a four lane stroad or traffic circles on HSR. A stroad is neither a road nor street. It is a hybrid that enables more traffic. They are dangerous and unproductive. I was told by a consultant representing 'Modernizing Mobility for West Jackson' at the transportation expo, 'it might be a cheaper option to build a four lane High School Road than building the East West Connector in Northern South Park'.

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The Central Park needed to offset the 1500 new homes will not only slow traffic, it can pull more people out of their vehicles by having pop up, year round, coffee and food trucks on devoted slabs with solar, picnic tables and natural landscaping. The Central Park and reworked kid friendly HSR will slow any traffic going into the new neighborhoods opposite Rangeview and Cornercreek. High School Road also must have busses going both ways with protective bus stops on each side. Use speed bumps, and build attractively landscaped intersection corner radiuses as small as possible. These physical vehicle impediments must be incorporated all along HSR from Gregory Lane to South Park Loop Road. The Central Park would also serve as an East West corridor connecting North South open space corridors through out NSP for wildlife. If you have densely packed buildings backed right up to HSR, it would be an even larger barrier to wildlife than the fences are now. The Central Park could serve the schools and neighborhoods with running paths for athletes, x-country paths for skiers in winter, and year round nature paths. The nature paths could have exhibition xeriscape gardens along it with educational signs naming plants and their connection to low maintenance and low water usage. There could also be exercise stations along the paths. If the EWC is built before anything else, the transformed, school kid and family friendlier HSR will be a great street to use for block parties, fairs and other social gathering events. This is desperately needed, since we are being squeezed out of the town square by tourists. Developers with WYDOT's help should be responsible for the EWC. The community will already have enough problems trying to raise over \$400,000,000 for affordable housing in NSP. Being situationally aware of future problems and being proactive now can save lives, both two legged and four. Plus millions of dollars in proven failed traffic mitigation later.

5/7/2024 13:49	Anonymous	https://www.usu.edu/today/story/roundabouts-not-as-safe-for-cyclists-new-research-says Cyclists... especially children around schools are not safe with four lanes. "These studies suggest that bicycle lanes within a roundabout are more dangerous for bicyclists," said Poudel. "A separated cycle path with proper yielding procedures is supposed to be the safest."
5/7/2024 13:55	Anonymous	"Their research also revealed other characteristics of cyclist-safe roundabouts: those with fewer cars, lower speeds and only one lane, for example. Smaller roundabouts with larger or higher central islands were also safer." https://www.usu.edu/today/story/roundabouts-not-as-safe-for-cyclists-new-research-says
5/8/2024 8:55	Anonymous	I guess it was a couple of decades ago when I went to a meeting about the Tribal Trails connector, I believe it was in the same place as last night's transportation meeting. Why am I not seeing this important connector mentioned anywhere in your studies? Maybe it is, correct me if I'm wrong. Seems to me, when this connector is built it will totally change the traffic equation.
5/8/2024 11:36	Anonymous	I live on Snow King I'm 76 years old, have major health issues and can't park in front of my home from May until November. No one will visit me this summer. Isolation is a big problem for the elderly. I can't easily get service if I need help or repairs. Yes your elderly need help and are treated poorly here. A community that lacks empathy, a government that doesn't like seniors and has huge entitlement for the rich is what JH has now become. Is this the precedent you wish to set for yourselves? We all get old. I didn't see it coming. If you can't treat your seniors any better, well shame on you Try treating others the way you wished to be treated. Ever wonder why the rest of the state looks down on us? Disappointed in the selfish attitude that some in JH embrace. D Samuels, 49 year resident of Snow King Ave
5/8/2024 11:49	Anonymous	Public Engagement Highlights Link not working
5/9/2024 7:52	Anonymous	Please provide bus service around South Park Loop Rd to pick up Rafter J and Melody Ranch residents and take them to mobility hub. There are 1000+ cars between those two neighborhoods that drive into town each day that shouldn't have to.
5/10/2024 6:55	Anonymous	Why isn't the East West Connector essential when redeveloping West Jackson? Why must High School Road take all the traffic with dangerous four lanes roads and traffic circles that children can't safely ride their bikes through? More parents will opt to drive their children to school in the 2 mile zone that does not have school busses in West Jackson. The burden of more enabled traffic should be absorbed by the new neighborhood in NSP by building the East West Connector first. Existing neighborhoods along HSR should not be on the hook for higher taxes subsidizing the new neighborhood and then also the dangers of widening a school road only to enable more vehicles. This is antithetical to the whole idea of people first. In this sensitive area, it's children first! This is not modernizing. It's using the same old vehicle favoritism that is already clogging our valley's arteries. HSR is the heart of our working family community. Don't damage the heart beyond repair. https://www.usu.edu/today/story/roundabouts-not-as-safe-for-cyclists-new-research-says?fbclid=IwZXh0bgNhZW0CMTEAAAR2Q1UmgXusN9IOj3ymYyMDHYRcyam8uhyG11GvZZtmFQCBHpeJfIntG-r0_aem_ASv7zwAr3XOeYSSnA4tSmVklCI_dGHAPMR4F_Bf0t-PwokcbWCxeCQ2mCfWEqCuJxIGD823XQncceuvdFjc3Bq0

5/10/2024
7:20

Anonymous

Build the East West Connector first to respect and protect established neighborhoods. There are too many separate projects that are not taken into your suggested strategies. All of these projects are not thoroughly communicating with each other except to propagandize how High School Road can be the traffic mule for the new Northern South Park neighborhood. The Tribal Trail Cutoff, CWC, Field House, major expansion of the christian school academy down South Park Loop Lane, reconstructing Gregory Lane, the 80 up zoned suburban Gill lots (these multi million dollar homes will have hundreds of new laborers taking care of their wants) will all converge on High School Road. It will be years of fighting for the East West Connector, if not built first, before the 20 year onslaught of construction turns High School Road into an industrial nightmare. Best Strategy For High School Road Area...We need a park all along High School Road (HSR). New, (hopefully integrated) neighborhoods can be built on the South side of the park. The park should be placed on the west side of the Central Wyoming College (CWC) campus and extend West to South Park Loop Road (SPLR). It can be the depth of the CWC campus or hopefully deeper. The park would have the physical and psychological effect of slowing traffic on HSR. HSR needs to be a narrow, two lane, strictly neighborhood and school street with separated curbed, landscaped bicycle paths and separate sidewalks. Ban all large industrial trucks from HSR and divert cut thru traffic on High School Road to the new East West Connector (EWC) and or South Park Loop Road at the Maverick on 89. Any industrial traffic using Gregory Lane must use SPLR or the small section of HSR on the South side of Smith's Food Store, going to 89. It's called High School Road for a reason, now with a half dozen schools around it and the soon to be built CWC campus. We must not have a four lane stroad or traffic circles on HSR. A stroad is neither a road nor street. It is a hybrid that enables more traffic. They are dangerous and unproductive. I was told by a consultant representing 'Modernizing Mobility for West Jackson' at the transportation expo, 'it might be a cheaper option to build a four lane High School Road than building the East West Connector in Northern South Park'. The private developers would love that since they have always pushed back on building a connector road anytime soon that they would have to help pay for. A four lane stroad would be disastrous and completely antithetical to getting people out of their cars. What happened to people first? In this case children first! We need the East West Connector (EWC) behind and closer to the high school, the proposed high school field house and to be built Central Wyoming College (CWC) campus. Place it any farther South and it will only benefit the wealthy ranchettes and other free market multi-million dollar homes. The road placed closer to the high school and other institutional buildings can take a good portion of their traffic. If the proposed Tribal Trail Cutoff (TTC) is approved, the East West Connector (EWC) must be built at the same time. If the development in Northern South Park (NSP) comes first, then the EWC must be built before any free market or deed restricted housing site work is started. (5/5/24 note...Hahaha... they are not wasting anytime building the McMansions with the site work going on already. Perhaps this demand is already doomed.) High School Road needs to be kept safe from 20 plus years of construction traffic and the new enabled traffic from the NSP neighborhood and proposed Tribal Trail Cutoff. The Central Park needed to offset the 1500 new homes will not only slow traffic, it can pull more people out of their vehicles by having pop up, year round, coffee and food trucks on devoted slabs with solar, picnic tables and natural landscaping. The Central Park and reworked kid friendly HSR will slow any traffic

going into the new neighborhoods opposite Rangeview and Cornercreek. High School Road also must have busses going both ways with protective bus stops on each side. Use speed bumps, and build attractively landscaped intersection corner radiuses as small as possible. These physical vehicle impediments must be incorporated all along HSR from Gregory Lane to South Park Loop Road. The Central Park would also serve as an East West corridor connecting North South open space corridors through out NSP for wildlife. If you have densely packed buildings backed right up to HSR, it would be an even larger barrier to wildlife than the fences are now. The Central Park could serve the schools and neighborhoods with running paths for athletes, x-country paths for skiers in winter, and year round nature paths. The nature paths could have exhibition xeriscape gardens along it with educational signs naming plants and their connection to low maintenance and low water usage. There could also be exercise stations along the paths. If the EWC is built before anything else, the transformed, school kid and family friendlier HSR will be a great street to use for block parties, fairs and other social gathering events. This is desperately needed, since we are being squeezed out of the town square by tourists. Developers with WYDOT's help should be responsible for the EWC. The community will already have enough problems trying to raise over \$400,000,000 for affordable housing in NSP. Being situationally aware of future problems and being proactive now can save lives, both two legged and four. Plus millions of dollars in proven failed traffic mitigation later. None of the above traffic management techniques will matter if you delay building

5/10/2024 7:40	Anonymous	the East West Connector (EWC). The EWC will turn into the same old fight and delay road issue that the North Bridge Road and Tribal Trail Cutoff proposals were and are. They should have been built long ago before all the planned development. Easements are useless if you can't build roads on them. It is imperative to build the EWC first to alleviate dangerous traffic on High School Road. The new neighborhood should not get a pass on taking responsibility for the thousands of vehicle trips it will generate and enable.
5/10/2024 7:58	Anonymous	My biggest concern is not building the East West Connector (EWC) first to protect neighborhood kids around High School Road (HSR) from many years of construction traffic. Kids run back and forth on High School Road, not looking both ways while retrieving soccer balls (not allowed to type balls out, your software rejects it is if it is dirty word), riding their bikes, talking on their phones, playing on snow banks right along HSR. Why must they be imprisoned behind tall fences and squeezed into narrow lanes that will be needed along HSR and the athletic fields if a four lane road is built. It is called High School Road for a reason. It is not called Construction Road. The elementary school children, high school and CWC students should come first and be able to bike and walk freely on High School Road without fear of collision. Four lane roads and traffic circles do not achieve this.
5/13/2024 5:04	Anonymous	Using WYDOT input with a one day count study is not accurately representative of West Jackson. WYDOT has already pre determined that High School Road will be a major collector for the Tribal Trail Cutoff. A more thorough count over a longer period is needed independent of WYDOT. How will the public have any say if WYDOT's wants are included as base information to work off of? They design major roads for vehicles. They do not design for small school neighborhoods, children and families living right on or very near smaller local streets.



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Appendix B

Traffic Counts

Location: S Park Loop Rd W/O Gregory Ln
 Date Range: 10/17/2023 - 10/23/2023
 Site Code: 01

Time	Tuesday 10/17/2023			Wednesday 10/18/2023			Thursday 10/19/2023			Friday 10/20/2023			Saturday 10/21/2023			Sunday 10/22/2023			Monday 10/23/2023			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	7	7	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	7	14
1:00 AM	1	4	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	4	5
2:00 AM	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2
3:00 AM	2	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	4	6
4:00 AM	17	4	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	4	21
5:00 AM	53	9	62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	9	62
6:00 AM	125	58	183	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	125	58	183
7:00 AM	271	230	501	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	271	230	501
8:00 AM	453	379	832	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	453	379	832
9:00 AM	252	162	414	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	252	162	414
10:00 AM	179	144	323	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	179	144	323
11:00 AM	199	163	362	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	199	163	362
12:00 PM	233	184	417	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	233	184	417
1:00 PM	221	204	425	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	221	204	425
2:00 PM	180	196	376	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	180	196	376
3:00 PM	334	314	648	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	334	314	648
4:00 PM	394	264	658	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	394	264	658
5:00 PM	352	346	698	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	352	346	698
6:00 PM	244	279	523	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	244	279	523
7:00 PM	144	180	324	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	144	180	324
8:00 PM	96	102	198	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	96	102	198
9:00 PM	55	101	156	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	101	156
10:00 PM	36	89	125	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	89	125
11:00 PM	17	40	57	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	40	57
Total	3,866	3,464	7,330	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,866	3,464	7,330
Percent	53%	47%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53%	47%	
AM Peak	08:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	08:00	08:00
Vol.	453	379	832	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	453	379	832
PM Peak	16:00	17:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	17:00	17:00
Vol.	394	346	698	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	394	346	698

1. Mid-week average includes data between Tuesday and Thursday.

Location: S Park Loop Rd E/O Whitehouse Dr
 Date Range: 10/17/2023 - 10/23/2023
 Site Code: 02

Time	Tuesday 10/17/2023			Wednesday 10/18/2023			Thursday 10/19/2023			Friday 10/20/2023			Saturday 10/21/2023			Sunday 10/22/2023			Monday 10/23/2023			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	4	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	4	8
1:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
2:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
3:00 AM	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
4:00 AM	10	3	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	3	13
5:00 AM	27	5	32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27	5	32
6:00 AM	63	37	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	37	100
7:00 AM	103	152	255	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	103	152	255
8:00 AM	217	185	402	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	217	185	402
9:00 AM	152	96	248	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	152	96	248
10:00 AM	107	101	208	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	107	101	208
11:00 AM	145	96	241	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	145	96	241
12:00 PM	167	127	294	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	167	127	294
1:00 PM	128	142	270	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	128	142	270
2:00 PM	116	118	234	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	116	118	234
3:00 PM	172	147	319	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	172	147	319
4:00 PM	181	124	305	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	181	124	305
5:00 PM	188	165	353	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	188	165	353
6:00 PM	127	140	267	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	127	140	267
7:00 PM	69	97	166	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	69	97	166
8:00 PM	39	47	86	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	47	86
9:00 PM	27	47	74	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27	47	74
10:00 PM	13	33	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	33	46
11:00 PM	4	21	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	21	25
Total	2,060	1,890	3,950	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,060	1,890	3,950
Percent	52%	48%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52%	48%	
AM Peak	08:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	08:00	08:00
Vol.	217	185	402	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	217	185	402
PM Peak	17:00	17:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	17:00	17:00
Vol.	188	165	353	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	188	165	353

1. Mid-week average includes data between Tuesday and Thursday.

Location: S Park Loop Rd N/O Rangeview Dr
 Date Range: 10/17/2023 - 10/23/2023
 Site Code: 03

Time	Tuesday 10/17/2023			Wednesday 10/18/2023			Thursday 10/19/2023			Friday 10/20/2023			Saturday 10/21/2023			Sunday 10/22/2023			Monday 10/23/2023			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	2	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2	4
1:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
2:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
3:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
4:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
5:00 AM	8	5	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	5	13
6:00 AM	16	23	39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	23	39
7:00 AM	39	137	176	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	137	176
8:00 AM	139	157	296	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	139	157	296
9:00 AM	83	63	146	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	83	63	146
10:00 AM	62	57	119	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	57	119
11:00 AM	73	59	132	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	73	59	132
12:00 PM	107	65	172	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	107	65	172
1:00 PM	82	75	157	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	82	75	157
2:00 PM	69	66	135	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	69	66	135
3:00 PM	123	86	209	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	123	86	209
4:00 PM	126	66	192	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	126	66	192
5:00 PM	140	71	211	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	140	71	211
6:00 PM	97	66	163	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	97	66	163
7:00 PM	35	31	66	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	35	31	66
8:00 PM	21	20	41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	20	41
9:00 PM	13	11	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	11	24
10:00 PM	7	5	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	5	12
11:00 PM	0	5	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	5	5
Total	1,243	1,070	2,313	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,243	1,070	2,313
Percent	54%	46%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54%	46%	
AM Peak	08:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	08:00	08:00
Vol.	139	157	296	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	139	157	296
PM Peak	17:00	15:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	15:00	17:00
Vol.	140	86	211	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	140	86	211

1. Mid-week average includes data between Tuesday and Thursday.

Location: Blair Dr E/O Blair Pl
 Date Range: 10/17/2023 - 10/23/2023
 Site Code: 04

Time	Tuesday 10/17/2023			Wednesday 10/18/2023			Thursday 10/19/2023			Friday 10/20/2023			Saturday 10/21/2023			Sunday 10/22/2023			Monday 10/23/2023			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2
1:00 AM	2	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	1	3
2:00 AM	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2
3:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
4:00 AM	0	4	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	4	4
5:00 AM	0	12	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	12	12
6:00 AM	3	27	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	27	30
7:00 AM	21	90	111	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	90	111
8:00 AM	49	80	129	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49	80	129
9:00 AM	17	39	56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	39	56
10:00 AM	22	11	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	11	33
11:00 AM	18	25	43	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	25	43
12:00 PM	38	29	67	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	38	29	67
1:00 PM	32	26	58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32	26	58
2:00 PM	28	42	70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28	42	70
3:00 PM	46	57	103	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	57	103
4:00 PM	52	63	115	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	63	115
5:00 PM	54	91	145	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	91	145
6:00 PM	49	51	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49	51	100
7:00 PM	33	47	80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33	47	80
8:00 PM	23	37	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	37	60
9:00 PM	17	28	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	28	45
10:00 PM	18	16	34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	16	34
11:00 PM	3	12	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	12	15
Total	527	791	1,318	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	527	791	1,318
Percent	40%	60%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40%	60%	
AM Peak	08:00	07:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	07:00	08:00
Vol.	49	90	129	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49	90	129
PM Peak	17:00	17:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	17:00	17:00
Vol.	54	91	145	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	91	145

1. Mid-week average includes data between Tuesday and Thursday.

Location: Middle School Rd N/O High School Rd
 Date Range: 10/17/2023 - 10/23/2023
 Site Code: 05

Time	Tuesday 10/17/2023			Wednesday 10/18/2023			Thursday 10/19/2023			Friday 10/20/2023			Saturday 10/21/2023			Sunday 10/22/2023			Monday 10/23/2023			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	2	0	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	0	2
1:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
2:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
3:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
4:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
5:00 AM	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
6:00 AM	3	8	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	8	11
7:00 AM	61	59	120	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61	59	120
8:00 AM	120	152	272	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	120	152	272
9:00 AM	35	45	80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	35	45	80
10:00 AM	23	18	41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	18	41
11:00 AM	27	24	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27	24	51
12:00 PM	34	24	58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34	24	58
1:00 PM	38	27	65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	38	27	65
2:00 PM	66	53	119	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	53	119
3:00 PM	123	92	215	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	123	92	215
4:00 PM	128	62	190	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	128	62	190
5:00 PM	136	85	221	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	136	85	221
6:00 PM	87	44	131	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	87	44	131
7:00 PM	35	32	67	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	35	32	67
8:00 PM	28	19	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28	19	47
9:00 PM	12	7	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	7	19
10:00 PM	11	9	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	9	20
11:00 PM	5	2	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	2	7
Total	976	766	1,742	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	976	766	1,742
Percent	56%	44%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56%	44%	
AM Peak	08:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	08:00	08:00
Vol.	120	152	272	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	120	152	272
PM Peak	17:00	15:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	15:00	17:00
Vol.	136	92	221	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	136	92	221

1. Mid-week average includes data between Tuesday and Thursday.

Location: High School Rd W/O Gregory Ln
 Date Range: 10/17/2023 - 10/23/2023
 Site Code: 06

Time	Tuesday 10/17/2023			Wednesday 10/18/2023			Thursday 10/19/2023			Friday 10/20/2023			Saturday 10/21/2023			Sunday 10/22/2023			Monday 10/23/2023			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	1	4	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	4	5
1:00 AM	0	3	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	3	3
2:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
3:00 AM	2	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	1	3
4:00 AM	4	0	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	0	4
5:00 AM	13	5	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	5	18
6:00 AM	45	45	90	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	45	45	90
7:00 AM	158	259	417	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	158	259	417
8:00 AM	285	504	789	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	285	504	789
9:00 AM	165	140	305	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	165	140	305
10:00 AM	109	107	216	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	109	107	216
11:00 AM	106	111	217	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	106	111	217
12:00 PM	165	179	344	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	165	179	344
1:00 PM	129	171	300	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	129	171	300
2:00 PM	194	197	391	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	194	197	391
3:00 PM	263	292	555	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	263	292	555
4:00 PM	398	238	636	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	398	238	636
5:00 PM	280	323	603	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	280	323	603
6:00 PM	194	246	440	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	194	246	440
7:00 PM	116	109	225	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	116	109	225
8:00 PM	68	77	145	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	68	77	145
9:00 PM	21	46	67	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	46	67
10:00 PM	18	27	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	27	45
11:00 PM	9	10	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	10	19
Total	2,743	3,094	5,837	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,743	3,094	5,837
Percent	47%	53%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47%	53%	
AM Peak	08:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	08:00	08:00
Vol.	285	504	789	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	285	504	789
PM Peak	16:00	17:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	17:00	16:00
Vol.	398	323	636	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	398	323	636

1. Mid-week average includes data between Tuesday and Thursday.

Location: High School Rd W/O Middle School Rd
 Date Range: 10/17/2023 - 10/23/2023
 Site Code: 07

Time	Tuesday 10/17/2023			Wednesday 10/18/2023			Thursday 10/19/2023			Friday 10/20/2023			Saturday 10/21/2023			Sunday 10/22/2023			Monday 10/23/2023			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	2	3	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3	5
1:00 AM	0	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	2	2
2:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
3:00 AM	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2
4:00 AM	3	0	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	0	3
5:00 AM	13	4	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	4	17
6:00 AM	41	24	65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	24	65
7:00 AM	145	74	219	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	145	74	219
8:00 AM	219	106	325	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	219	106	325
9:00 AM	103	88	191	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	103	88	191
10:00 AM	74	66	140	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	74	66	140
11:00 AM	74	78	152	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	74	78	152
12:00 PM	105	109	214	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	105	109	214
1:00 PM	93	122	215	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	93	122	215
2:00 PM	96	101	197	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	96	101	197
3:00 PM	131	151	282	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	131	151	282
4:00 PM	129	181	310	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	129	181	310
5:00 PM	136	166	302	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	136	166	302
6:00 PM	69	135	204	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	69	135	204
7:00 PM	54	79	133	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	79	133
8:00 PM	26	58	84	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26	58	84
9:00 PM	16	33	49	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	33	49
10:00 PM	7	23	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	23	30
11:00 PM	8	8	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	8	16
Total	1,545	1,612	3,157	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,545	1,612	3,157
Percent	49%	51%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49%	51%	
AM Peak	08:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	08:00	08:00
Vol.	219	106	325	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	219	106	325
PM Peak	17:00	16:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	16:00	16:00
Vol.	136	181	310	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	136	181	310

1. Mid-week average includes data between Tuesday and Thursday.

Location: S Park Loop Rd S/O High School Rd
 Date Range: 10/17/2023 - 10/23/2023
 Site Code: 08

Time	Tuesday 10/17/2023			Wednesday 10/18/2023			Thursday 10/19/2023			Friday 10/20/2023			Saturday 10/21/2023			Sunday 10/22/2023			Monday 10/23/2023			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
1:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
2:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
3:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
4:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
5:00 AM	6	5	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	5	11
6:00 AM	25	29	54	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25	29	54
7:00 AM	73	150	223	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	73	150	223
8:00 AM	201	158	359	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	201	158	359
9:00 AM	91	93	184	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	91	93	184
10:00 AM	84	78	162	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	84	78	162
11:00 AM	87	82	169	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	87	82	169
12:00 PM	114	76	190	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	114	76	190
1:00 PM	87	111	198	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	87	111	198
2:00 PM	79	78	157	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	79	78	157
3:00 PM	155	129	284	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	155	129	284
4:00 PM	129	105	234	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	129	105	234
5:00 PM	159	85	244	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	159	85	244
6:00 PM	101	73	174	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	101	73	174
7:00 PM	27	35	62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27	35	62
8:00 PM	15	28	43	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	28	43
9:00 PM	5	14	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	14	19
10:00 PM	5	5	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	5	10
11:00 PM	0	3	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	3	3
Total	1,445	1,337	2,782	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,445	1,337	2,782
Percent	52%	48%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52%	48%	
AM Peak	08:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	08:00	08:00
Vol.	201	158	359	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	201	158	359
PM Peak	17:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	15:00	15:00
Vol.	159	129	284	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	159	129	284

1. Mid-week average includes data between Tuesday and Thursday.

US 191 S Park Loop Rd

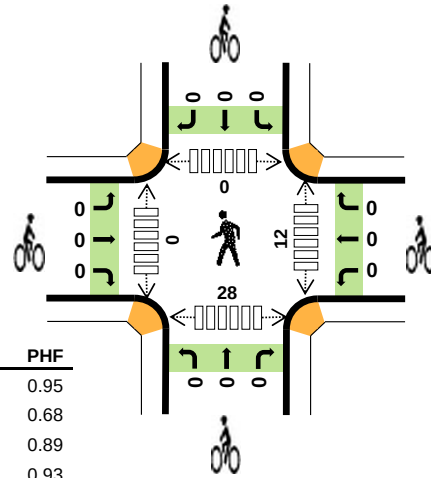
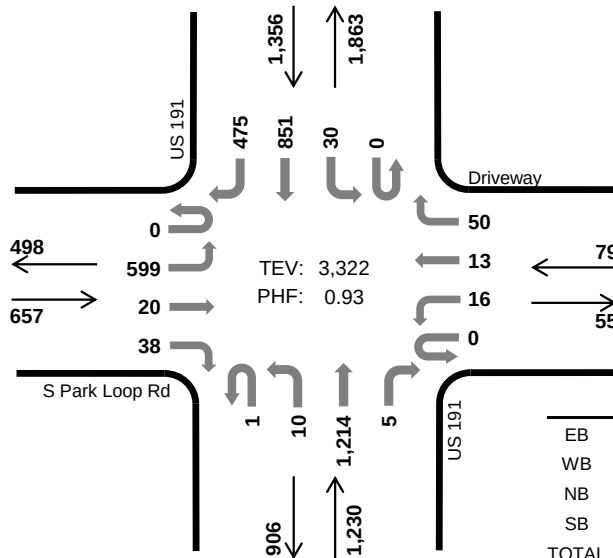


Peak Hour

Date: 10/17/2023

Count Period: 7:00 AM to 10:00 AM

Peak Hour: 7:45 AM to 8:45 AM



Three-Hour Count Summaries

Interval Start		S Park Loop Rd				Driveway				US 191				US 191				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:45 AM		0	158	5	7	0	5	0	13	0	1	345	0	0	7	225	131	897	0
8:00 AM		0	154	9	5	0	3	5	10	1	2	297	3	0	9	213	99	810	0
8:15 AM		0	129	4	13	0	6	5	18	0	5	269	0	0	4	242	98	793	0
8:30 AM		0	158	2	13	0	2	3	9	0	2	303	2	0	10	171	147	822	3,322
Peak Hour	All	0	599	20	38	0	16	13	50	1	10	1,214	5	0	30	851	475	3,322	0
	HV	0	23	0	4	0	2	0	4	0	1	78	0	0	0	49	23	184	0
	HV%	-	4%	0%	11%	-	13%	0%	8%	0%	10%	6%	0%	-	0%	6%	5%	6%	0

Note: For all three-hour count summary, see next page.

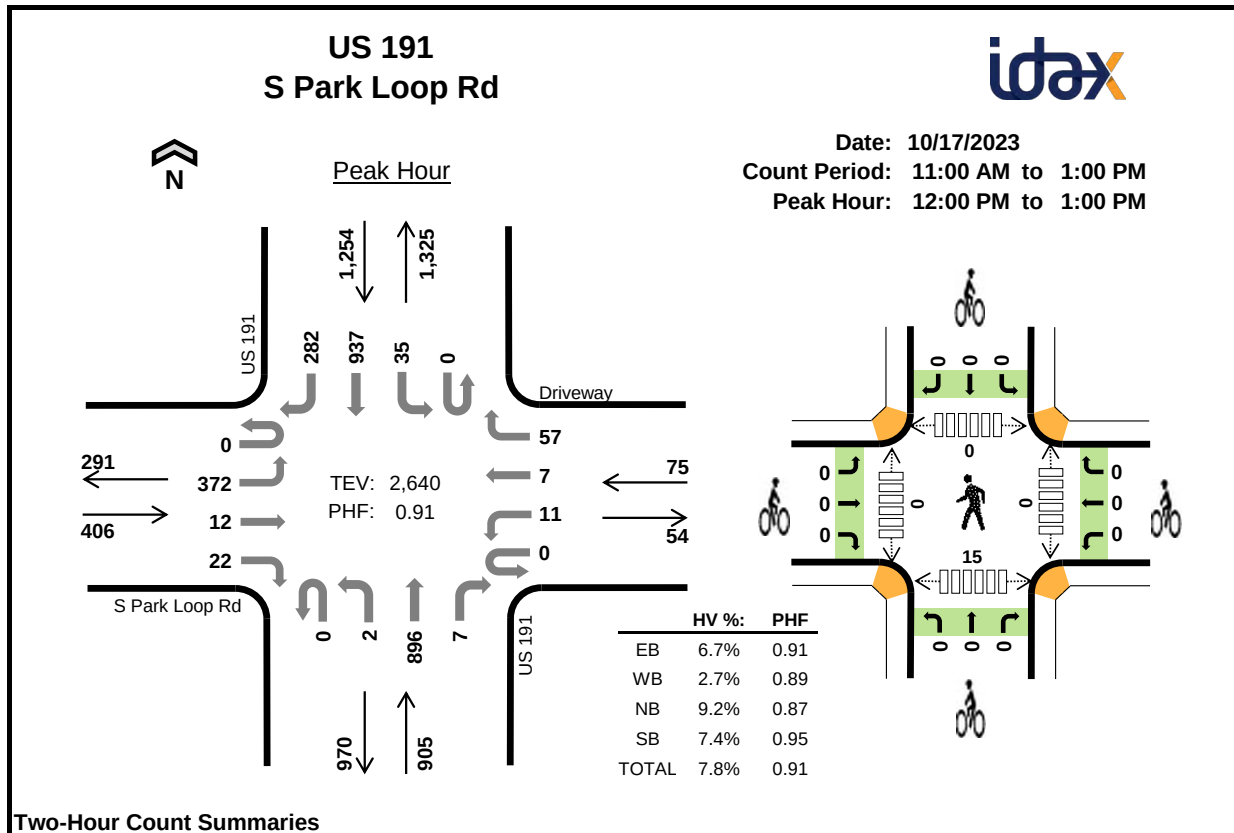
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:45 AM	7	2	20	17	46	0	0	0	0	0	3	0	0	10	13
8:00 AM	6	1	20	11	38	0	0	0	0	0	4	0	0	10	14
8:15 AM	11	1	18	21	51	0	0	0	0	0	1	0	0	4	5
8:30 AM	3	2	21	23	49	0	0	0	0	0	4	0	0	4	8
Peak Hour	27	6	79	72	184	0	0	0	0	0	12	0	0	28	40

Three-Hour Count Summaries																			
Interval Start		S Park Loop Rd				Driveway				US 191				US 191				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	68	4	2	0	1	0	12	0	0	183	1	0	6	110	50	437	0
7:15 AM		0	86	0	0	0	5	2	12	0	2	217	0	0	7	110	58	499	0
7:30 AM		0	102	2	6	0	6	4	10	0	3	297	0	0	1	183	79	693	0
7:45 AM		0	158	5	7	0	5	0	13	0	1	345	0	0	7	225	131	897	2,526
8:00 AM		0	154	9	5	0	3	5	10	1	2	297	3	0	9	213	99	810	2,899
8:15 AM		0	129	4	13	0	6	5	18	0	5	269	0	0	4	242	98	793	3,193
8:30 AM		0	158	2	13	0	2	3	9	0	2	303	2	0	10	171	147	822	3,322
8:45 AM		0	157	2	9	0	4	1	6	0	5	335	1	0	4	195	117	836	3,261
9:00 AM		0	107	2	10	0	6	5	10	0	3	255	2	0	4	178	63	645	3,096
9:15 AM		0	98	1	8	0	3	2	6	0	2	213	2	0	7	147	63	552	2,855
9:30 AM		0	92	0	3	0	6	0	9	0	5	216	1	0	7	162	67	568	2,601
9:45 AM		0	84	2	3	0	4	2	6	0	1	212	0	0	2	151	62	529	2,294
Count Total		0	1,393	33	79	0	51	29	121	1	31	3,142	12	0	68	2,087	1,034	8,081	0
Peak Hour	All	0	599	20	38	0	16	13	50	1	10	1,214	5	0	30	851	475	3,322	0
	HV	0	23	0	4	0	2	0	4	0	1	78	0	0	0	49	23	184	0
	HV%	-	4%	0%	11%	-	13%	0%	8%	0%	10%	6%	0%	-	0%	6%	5%	6%	0
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
7:00 AM		2	0	12	3	17	0	0	0	0	0	2	0	0	2	4			
7:15 AM		4	1	15	8	28	0	0	0	0	0	1	0	0	6	7			
7:30 AM		6	3	28	12	49	0	0	0	0	0	1	0	0	1	2			
7:45 AM		7	2	20	17	46	0	0	0	0	0	3	0	0	10	13			
8:00 AM		6	1	20	11	38	0	0	0	0	0	4	0	0	10	14			
8:15 AM		11	1	18	21	51	0	0	0	0	0	1	0	0	4	5			
8:30 AM		3	2	21	23	49	0	0	0	0	0	4	0	0	4	8			
8:45 AM		7	0	22	9	38	0	0	0	0	0	2	0	0	3	5			
9:00 AM		5	1	25	21	52	0	0	0	0	0	4	0	0	4	8			
9:15 AM		11	0	18	17	46	0	0	0	0	0	0	0	0	0	0			
9:30 AM		5	0	20	21	46	0	0	0	0	0	3	0	0	0	3			
9:45 AM		11	0	10	17	38	0	0	0	0	0	2	0	0	4	6			
Count Total		78	11	229	180	498	0	0	0	0	0	27	0	0	48	75			
Peak Hour		27	6	79	72	184	0	0	0	0	0	12	0	0	28	40			

Three-Hour Count Summaries - Heavy Vehicles																		
Interval Start	S Park Loop Rd				Driveway				US 191				US 191				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	2	0	0	0	0	0	0	0	0	12	0	0	0	2	1	17	0
7:15 AM	0	4	0	0	0	0	0	1	0	0	15	0	0	0	7	1	28	0
7:30 AM	0	6	0	0	0	2	0	1	0	0	28	0	0	0	8	4	49	0
7:45 AM	0	6	0	1	0	1	0	1	0	0	20	0	0	0	11	6	46	140
8:00 AM	0	5	0	1	0	0	0	1	0	0	20	0	0	0	10	1	38	161
8:15 AM	0	9	0	2	0	0	0	1	0	0	18	0	0	0	15	6	51	184
8:30 AM	0	3	0	0	0	1	0	1	0	1	20	0	0	0	13	10	49	184
8:45 AM	0	7	0	0	0	0	0	0	0	1	21	0	0	0	6	3	38	176
9:00 AM	0	5	0	0	0	0	0	1	0	0	25	0	0	0	16	5	52	190
9:15 AM	0	11	0	0	0	0	0	0	0	0	18	0	0	0	15	2	46	185
9:30 AM	0	5	0	0	0	0	0	0	0	0	20	0	0	0	17	4	46	182
9:45 AM	0	10	0	1	0	0	0	0	0	0	10	0	0	0	12	5	38	182
Count Total	0	73	0	5	0	4	0	7	0	2	227	0	0	0	132	48	498	0
Peak Hour	0	23	0	4	0	2	0	4	0	1	78	0	0	0	49	23	184	0

Three-Hour Count Summaries - Bikes																		
Interval Start	S Park Loop Rd				Driveway				US 191				US 191				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
7:00 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
7:15 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
7:30 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
7:45 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
8:00 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
8:15 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
8:30 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
8:45 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
9:00 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
9:15 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
9:30 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
9:45 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
Count Total	0	0	0		0	0	0		0	0	0		0	0	0		0	0
Peak Hour	0	0	0		0	0	0		0	0	0		0	0	0		0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

**Two-Hour Count Summaries**

Interval Start		S Park Loop Rd				Driveway				US 191				US 191				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	11:00 AM	0	77	2	10	0	4	1	17	0	2	178	5	0	7	175	61	539	0
	11:15 AM	0	73	1	5	0	3	1	10	0	5	209	1	0	4	206	63	581	0
	11:30 AM	0	74	2	6	0	9	0	7	0	5	224	2	0	10	185	55	579	0
	11:45 AM	0	78	3	7	0	8	1	13	0	0	208	2	0	9	179	67	575	2,274
	12:00 PM	0	92	2	8	0	4	3	13	0	1	226	0	0	9	225	57	640	2,375
	12:15 PM	0	97	3	4	0	3	1	13	0	0	209	3	0	9	226	71	639	2,433
	12:30 PM	0	82	3	3	0	0	1	16	0	0	205	1	0	11	246	71	639	2,493
	12:45 PM	0	101	4	7	0	4	2	15	0	1	256	3	0	6	240	83	722	2,640
Count Total		0	674	20	50	0	35	10	104	0	14	1,715	17	0	65	1,682	528	4,914	0
Peak Hour	All	0	372	12	22	0	11	7	57	0	2	896	7	0	35	937	282	2,640	0
	HV	0	24	1	2	0	0	0	2	0	0	83	0	0	0	77	16	205	0
	HV%	-	6%	8%	9%	-	0%	0%	4%	-	0%	9%	0%	-	0%	8%	6%	8%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	7	0	21	20	48	0	0	0	0	0	1	0	0	3	4
11:15 AM	6	0	25	27	58	0	0	0	0	0	2	0	0	6	8
11:30 AM	3	0	12	23	38	0	0	0	0	0	1	0	0	2	3
11:45 AM	6	1	22	18	47	0	0	0	0	0	2	0	0	5	7
12:00 PM	9	0	24	23	56	0	0	0	0	0	0	0	0	1	1
12:15 PM	5	0	18	20	43	0	0	0	0	0	0	0	0	6	6
12:30 PM	7	0	20	23	50	0	0	0	0	0	0	0	0	8	8
12:45 PM	6	2	21	27	56	0	0	0	0	0	0	0	0	0	0
Count Total	49	3	163	181	396	0	0	0	0	0	6	0	0	31	37
Peak Hour	27	2	83	93	205	0	0	0	0	0	0	0	0	15	15

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	S Park Loop Rd				Driveway				US 191				US 191				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	6	0	1	0	0	0	0	0	1	20	0	0	0	16	4	48	0
11:15 AM	0	6	0	0	0	0	0	0	0	0	25	0	0	0	22	5	58	0
11:30 AM	0	1	0	2	0	0	0	0	0	0	12	0	0	0	21	2	38	0
11:45 AM	0	6	0	0	0	1	0	0	0	0	22	0	0	0	14	4	47	191
12:00 PM	0	7	0	2	0	0	0	0	0	0	24	0	0	0	21	2	56	199
12:15 PM	0	5	0	0	0	0	0	0	0	0	18	0	0	0	14	6	43	184
12:30 PM	0	7	0	0	0	0	0	0	0	0	20	0	0	0	21	2	50	196
12:45 PM	0	5	1	0	0	0	0	2	0	0	21	0	0	0	21	6	56	205
Count Total	0	43	1	5	0	1	0	2	0	1	162	0	0	0	150	31	396	0
Peak Hour	0	24	1	2	0	0	0	2	0	0	83	0	0	0	77	16	205	0

Two-Hour Count Summaries - Bikes																		
Interval Start	S Park Loop Rd			Driveway			US 191			US 191			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

US 191 S Park Loop Rd

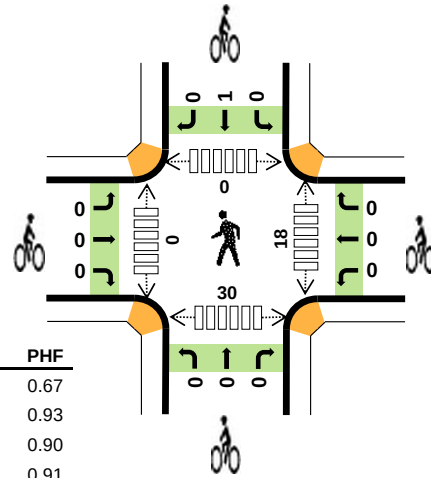
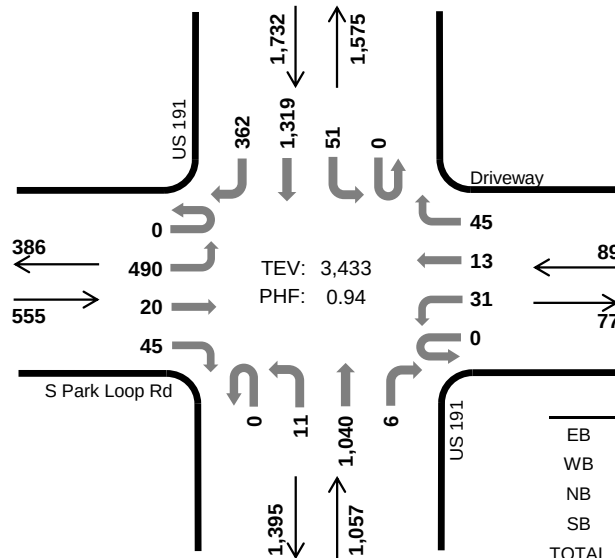


Peak Hour

Date: 10/17/2023

Count Period: 2:00 PM to 6:00 PM

Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	3.6%	0.67
WB	3.4%	0.93
NB	5.5%	0.90
SB	6.4%	0.91
TOTAL	5.6%	0.94

Four-Hour Count Summaries

Interval Start		S Park Loop Rd				Driveway				US 191				US 191				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	175	10	22	0	8	4	12	0	4	273	0	0	15	299	93	915	0
4:15 PM		0	113	4	4	0	6	0	12	0	2	291	0	0	10	326	85	853	0
4:30 PM		0	106	3	10	0	10	1	13	0	3	214	3	0	16	324	88	791	0
4:45 PM		0	96	3	9	0	7	8	8	0	2	262	3	0	10	370	96	874	3,433
Peak Hour	All	0	490	20	45	0	31	13	45	0	11	1,040	6	0	51	1,319	362	3,433	0
	HV	0	17	0	3	0	1	0	2	0	1	57	0	0	0	97	14	192	0
	HV%	-	3%	0%	7%	-	3%	0%	4%	-	9%	5%	0%	-	0%	7%	4%	6%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	6	2	26	20	54	0	0	0	1	1	2	0	0	14	16
4:15 PM	2	0	12	25	39	0	0	0	0	0	7	0	0	7	14
4:30 PM	6	1	8	36	51	0	0	0	0	0	7	0	0	7	14
4:45 PM	6	0	12	30	48	0	0	0	0	0	2	0	0	2	4
Peak Hour	20	3	58	111	192	0	0	0	1	1	18	0	0	30	48

Four-Hour Count Summaries																			
Interval Start		S Park Loop Rd				Driveway				US 191				US 191				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM		0	76	8	7	0	7	2	12	0	2	218	2	1	13	202	70	620	0
2:15 PM		0	75	2	7	0	2	2	4	0	4	204	2	0	10	234	62	608	0
2:30 PM		0	63	3	3	0	8	2	13	0	3	203	5	0	12	215	84	614	0
2:45 PM		0	83	1	4	0	5	1	11	0	4	208	0	0	8	195	72	592	2,434
3:00 PM		0	95	3	10	0	1	1	12	0	1	178	2	0	2	254	88	647	2,461
3:15 PM		0	78	1	6	0	6	0	23	0	2	194	3	0	10	228	91	642	2,495
3:30 PM		0	110	7	8	0	7	3	12	0	4	205	3	0	12	262	118	751	2,632
3:45 PM		0	143	6	11	0	8	4	20	0	1	273	2	0	11	266	96	841	2,881
4:00 PM		0	175	10	22	0	8	4	12	0	4	273	0	0	15	299	93	915	3,149
4:15 PM		0	113	4	4	0	6	0	12	0	2	291	0	0	10	326	85	853	3,360
4:30 PM		0	106	3	10	0	10	1	13	0	3	214	3	0	16	324	88	791	3,400
4:45 PM		0	96	3	9	0	7	8	8	0	2	262	3	0	10	370	96	874	3,433
5:00 PM		0	127	0	10	0	4	2	22	0	1	242	0	0	8	346	98	860	3,378
5:15 PM		0	124	3	6	0	3	0	11	0	3	191	1	0	10	375	113	840	3,365
5:30 PM		0	119	2	5	0	12	2	5	0	4	213	0	0	8	329	116	815	3,389
5:45 PM		0	132	1	5	0	5	3	5	0	3	189	3	0	11	281	90	728	3,243
Count Total		0	1,715	57	127	0	99	35	195	0	43	3,558	29	1	166	4,506	1,460	11,991	0
Peak Hour	All	0	490	20	45	0	31	13	45	0	11	1,040	6	0	51	1,319	362	3,433	0
	HV	0	17	0	3	0	1	0	2	0	1	57	0	0	0	97	14	192	0
	HV%	-	3%	0%	7%	-	3%	0%	4%	-	9%	5%	0%	-	0%	7%	4%	6%	0
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
2:00 PM		4	1	17	25	47	0	0	0	0	0	2	0	0	0	0	2		
2:15 PM		7	0	24	13	44	0	0	0	0	0	1	0	0	3	4			
2:30 PM		3	0	16	16	35	0	0	0	0	0	0	0	0	4	4			
2:45 PM		7	0	23	28	58	1	0	0	0	1	2	0	0	2	4			
3:00 PM		6	0	13	17	36	0	0	0	0	0	2	0	0	2	4			
3:15 PM		8	2	19	18	47	0	0	0	0	0	1	0	0	4	5			
3:30 PM		6	1	18	30	55	1	0	0	0	1	4	0	0	2	6			
3:45 PM		6	0	16	32	54	0	0	0	0	0	4	0	0	8	12			
4:00 PM		6	2	26	20	54	0	0	0	1	1	2	0	0	14	16			
4:15 PM		2	0	12	25	39	0	0	0	0	0	7	0	0	7	14			
4:30 PM		6	1	8	36	51	0	0	0	0	0	7	0	0	7	14			
4:45 PM		6	0	12	30	48	0	0	0	0	0	2	0	0	2	4			
5:00 PM		1	0	2	18	21	0	0	0	0	0	3	0	0	6	9			
5:15 PM		3	0	2	25	30	0	0	0	0	0	0	0	0	0	0			
5:30 PM		3	0	2	19	24	2	0	0	0	2	1	0	0	1	2			
5:45 PM		4	0	1	17	22	0	0	0	0	0	5	0	0	2	7			
Count Total		78	7	211	369	665	4	0	0	1	5	43	0	0	64	107			
Peak Hour		20	3	58	111	192	0	0	0	1	1	18	0	0	30	48			

Four-Hour Count Summaries - Heavy Vehicles																		
Interval Start	S Park Loop Rd				Driveway				US 191				US 191				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	4	0	0	0	0	0	1	0	1	16	0	0	1	17	7	47	0
2:15 PM	0	7	0	0	0	0	0	0	0	0	24	0	0	0	11	2	44	0
2:30 PM	0	2	0	1	0	0	0	0	0	0	16	0	0	0	11	5	35	0
2:45 PM	0	7	0	0	0	0	0	0	0	1	22	0	0	0	21	7	58	184
3:00 PM	0	4	1	1	0	0	0	0	0	0	13	0	0	0	14	3	36	173
3:15 PM	0	8	0	0	0	0	0	2	0	1	18	0	0	0	14	4	47	176
3:30 PM	0	6	0	0	0	0	1	0	0	0	18	0	0	0	22	8	55	196
3:45 PM	0	6	0	0	0	0	0	0	0	0	16	0	0	0	24	8	54	192
4:00 PM	0	6	0	0	0	1	0	1	0	1	25	0	0	0	17	3	54	210
4:15 PM	0	2	0	0	0	0	0	0	0	0	12	0	0	0	23	2	39	202
4:30 PM	0	5	0	1	0	0	0	1	0	0	8	0	0	0	31	5	51	198
4:45 PM	0	4	0	2	0	0	0	0	0	0	12	0	0	0	26	4	48	192
5:00 PM	0	1	0	0	0	0	0	0	0	0	2	0	0	0	15	3	21	159
5:15 PM	0	3	0	0	0	0	0	0	0	0	2	0	0	1	19	5	30	150
5:30 PM	0	3	0	0	0	0	0	0	0	0	2	0	0	0	16	3	24	123
5:45 PM	0	4	0	0	0	0	0	0	0	0	1	0	0	0	14	3	22	97
Count Total	0	72	1	5	0	1	1	5	0	4	207	0	0	2	295	72	665	0
Peak Hour	0	17	0	3	0	1	0	2	0	1	57	0	0	0	97	14	192	0

Four-Hour Count Summaries - Bikes																		
Interval Start	S Park Loop Rd			Driveway			US 191			US 191			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	1				
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
3:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	2				
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	2				
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:30 PM	1	1	0	0	0	0	0	0	0	0	0	0	2	2				
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
Count Total	3	1	0	0	0	0	0	0	0	0	0	1	0	5				
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	1	0	0				

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Gregory Ln S Park Loop Rd

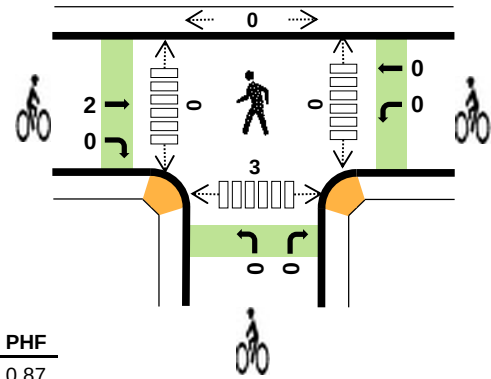
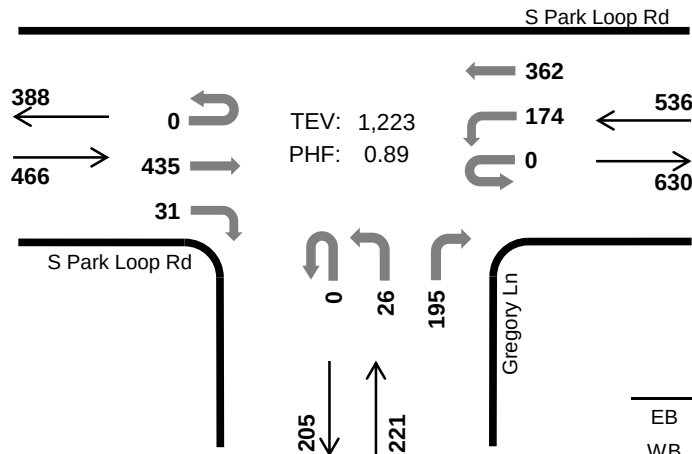


Peak Hour

Date: 10/17/2023

Count Period: 7:00 AM to 10:00 AM

Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	2.1%	0.87
WB	4.7%	0.82
NB	10.4%	0.84
SB	-	-
TOTAL	4.7%	0.89

Three-Hour Count Summaries

Interval Start		S Park Loop Rd				S Park Loop Rd				Gregory Ln				N/A				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	0	116	7	0	39	78	0	0	8	0	58	0	0	0	0	306	0
8:15 AM		0	0	78	2	0	44	75	0	0	4	0	46	0	0	0	0	249	0
8:30 AM		0	0	121	8	0	48	116	0	0	4	0	45	0	0	0	0	342	0
8:45 AM		0	0	120	14	0	43	93	0	0	10	0	46	0	0	0	0	326	1,223
Peak Hour	All	0	0	435	31	0	174	362	0	0	26	0	195	0	0	0	0	1,223	0
	HV	0	0	9	1	0	5	20	0	0	1	0	22	0	0	0	0	58	0
	HV%	-	-	2%	3%	-	3%	6%	-	-	4%	-	11%	-	-	-	-	5%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
8:00 AM	1	2	6	0	9	0	0	0	0	0	0	0	0	0	0
8:15 AM	5	6	9	0	20	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	13	3	0	17	1	0	0	0	1	0	0	0	1	1
8:45 AM	3	4	5	0	12	1	0	0	0	1	0	0	0	2	2
Peak Hour	10	25	23	0	58	2	0	0	0	2	0	0	0	3	3

Three-Hour Count Summaries

Interval Start		S Park Loop Rd				S Park Loop Rd				Gregory Ln				N/A				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	49	3	0	16	37	0	0	0	0	13	0	0	0	0	118	0
7:15 AM		0	0	51	2	0	18	52	0	0	1	0	22	0	0	0	0	146	0
7:30 AM		0	0	67	2	0	41	46	0	0	3	0	38	0	0	0	0	197	0
7:45 AM		0	0	104	4	0	43	101	0	0	3	0	52	0	0	0	0	307	768
8:00 AM		0	0	116	7	0	39	78	0	0	8	0	58	0	0	0	0	306	956
8:15 AM		0	0	78	2	0	44	75	0	0	4	0	46	0	0	0	0	249	1,059
8:30 AM		0	0	121	8	0	48	116	0	0	4	0	45	0	0	0	0	342	1,204
8:45 AM		0	0	120	14	0	43	93	0	0	10	0	46	0	0	0	0	326	1,223
9:00 AM		0	0	65	9	0	37	48	0	0	2	0	39	0	0	0	0	200	1,117
9:15 AM		0	0	60	5	0	31	33	0	0	2	0	32	0	0	0	0	163	1,031
9:30 AM		0	0	56	2	0	26	45	0	0	2	0	34	0	0	0	0	165	854
9:45 AM		0	0	52	4	0	22	43	0	0	0	0	30	0	0	0	0	151	679
Count Total		0	0	939	62	0	408	767	0	0	39	0	455	0	0	0	0	2,670	0
Peak Hour	All	0	0	435	31	0	174	362	0	0	26	0	195	0	0	0	0	1,223	0
	HV	0	0	9	1	0	5	20	0	0	1	0	22	0	0	0	0	58	0
	HV%	-	-	2%	3%	-	3%	6%	-	-	4%	-	11%	-	-	-	-	5%	0

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1
7:15 AM	1	1	3	0	5	0	0	0	0	0	0	0	0	3	3
7:30 AM	2	2	4	0	8	0	0	0	0	0	0	0	0	1	1
7:45 AM	2	5	9	0	16	0	0	0	0	0	0	0	0	2	2
8:00 AM	1	2	6	0	9	0	0	0	0	0	0	0	0	0	0
8:15 AM	5	6	9	0	20	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	13	3	0	17	1	0	0	0	1	0	0	0	1	1
8:45 AM	3	4	5	0	12	1	0	0	0	1	0	0	0	2	2
9:00 AM	3	6	3	0	12	0	0	1	0	1	0	0	0	0	0
9:15 AM	5	2	5	0	12	0	0	0	0	0	0	0	0	0	0
9:30 AM	3	4	3	0	10	0	0	0	0	0	0	0	0	0	0
9:45 AM	3	5	9	0	17	1	0	0	0	1	0	0	0	2	2
Count Total	30	50	59	0	139	3	0	1	0	4	0	0	0	12	12
Peak Hr	10	25	23	0	58	2	0	0	0	2	0	0	0	3	3

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	S Park Loop Rd				S Park Loop Rd				Gregory Ln				N/A				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	0	5	0
7:30 AM	0	0	2	0	0	1	1	0	0	2	0	2	0	0	0	0	8	0
7:45 AM	0	0	1	1	0	3	2	0	0	1	0	8	0	0	0	0	16	30
8:00 AM	0	0	1	0	0	1	1	0	0	1	0	5	0	0	0	0	9	38
8:15 AM	0	0	5	0	0	1	5	0	0	0	0	9	0	0	0	0	20	53
8:30 AM	0	0	1	0	0	2	11	0	0	0	0	3	0	0	0	0	17	62
8:45 AM	0	0	2	1	0	1	3	0	0	0	0	5	0	0	0	0	12	58
9:00 AM	0	0	2	1	0	3	3	0	0	0	0	3	0	0	0	0	12	61
9:15 AM	0	0	4	1	0	1	1	0	0	0	0	5	0	0	0	0	12	53
9:30 AM	0	0	2	1	0	1	3	0	0	0	0	3	0	0	0	0	10	46
9:45 AM	0	0	3	0	0	2	3	0	0	0	0	9	0	0	0	0	17	51
Count Total	0	0	25	5	0	17	33	0	0	4	0	55	0	0	0	0	139	0
Peak Hour	0	0	9	1	0	5	20	0	0	1	0	22	0	0	0	0	58	0

Three-Hour Count Summaries - Bikes

Interval Start	S Park Loop Rd			S Park Loop Rd			Gregory Ln			N/A			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	1
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	2
9:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	3
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	2
Count Total	0	3	0	0	0	0	0	0	1	0	0	0	4	0
Peak Hour	0	2	0	0	0	0	0	0	0	0	0	0	2	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Gregory Ln S Park Loop Rd

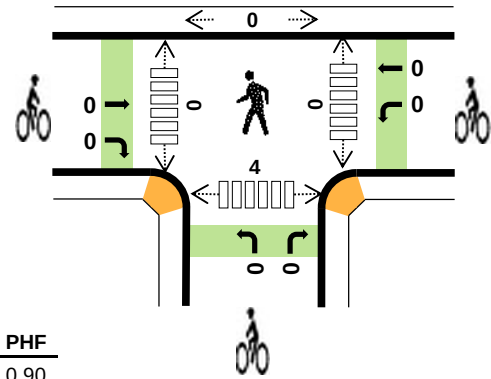
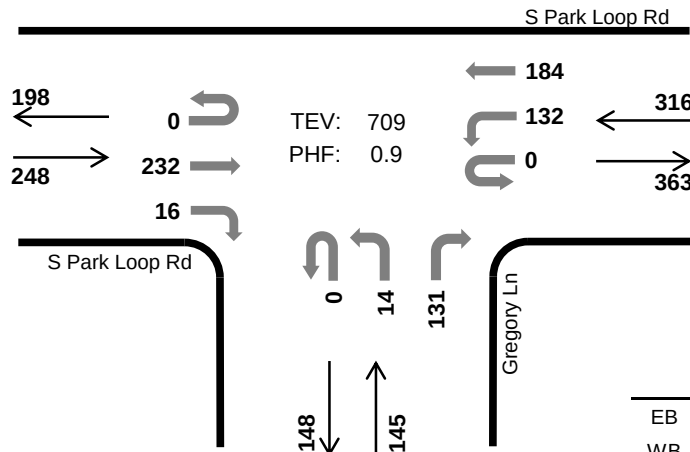


Peak Hour

Date: 10/17/2023

Count Period: 11:00 AM to 1:00 PM

Peak Hour: 12:00 PM to 1:00 PM



	HV %:	PHF
EB	5.6%	0.90
WB	5.4%	0.90
NB	9.0%	0.82
SB	-	-
TOTAL	6.2%	0.90

Two-Hour Count Summaries

Interval Start	S Park Loop Rd Eastbound				S Park Loop Rd Westbound				Gregory Ln Northbound				N/A Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	1	0	50	2	0	33	33	0	0	2	0	32	0	0	0	0	153	0
11:15 AM	0	0	40	0	0	29	36	0	0	3	0	29	0	0	0	0	137	0
11:30 AM	0	0	50	4	0	23	42	0	0	4	0	25	0	0	0	0	148	0
11:45 AM	0	0	55	3	0	26	44	0	0	2	0	31	0	0	0	0	161	599
12:00 PM	0	0	60	5	0	26	43	0	0	6	0	27	0	0	0	0	167	613
12:15 PM	0	0	60	2	0	39	40	0	0	2	0	26	0	0	0	0	169	645
12:30 PM	0	0	47	5	0	30	50	0	0	3	0	41	0	0	0	0	176	673
12:45 PM	0	0	65	4	0	37	51	0	0	3	0	37	0	0	0	0	197	709
Count Total	1	0	427	25	0	243	339	0	0	25	0	248	0	0	0	0	1,308	0
Peak Hour	All	0	0	232	16	0	132	184	0	0	14	0	131	0	0	0	709	0
	HV	0	0	14	0	0	11	6	0	0	1	0	12	0	0	0	44	0
	HV%	-	-	6%	0%	-	8%	3%	-	-	7%	-	9%	-	-	-	6%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	5	6	3	0	14	0	0	0	0	0	0	0	0	0	0
11:15 AM	3	7	1	0	11	0	0	0	0	0	0	0	0	4	4
11:30 AM	1	5	1	0	7	0	0	0	0	0	0	0	1	0	1
11:45 AM	2	3	0	0	5	0	0	0	0	0	0	0	0	1	1
12:00 PM	3	1	1	0	5	0	0	0	0	0	0	0	0	0	0
12:15 PM	4	6	3	0	13	0	0	0	0	0	0	0	0	2	2
12:30 PM	3	1	5	0	9	0	0	0	0	0	0	0	0	2	2
12:45 PM	4	9	4	0	17	0	0	0	0	0	0	0	0	0	0
Count Total	25	38	18	0	81	0	0	0	0	0	0	0	1	9	10
Peak Hr	14	17	13	0	44	0	0	0	0	0	0	0	0	4	4

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	S Park Loop Rd				S Park Loop Rd				Gregory Ln				N/A				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	0	5	0	0	5	1	0	0	0	0	3	0	0	0	0	14	0
11:15 AM	0	0	3	0	0	3	4	0	0	0	0	1	0	0	0	0	11	0
11:30 AM	0	0	1	0	0	3	2	0	0	0	0	1	0	0	0	0	7	0
11:45 AM	0	0	2	0	0	2	1	0	0	0	0	0	0	0	0	0	5	37
12:00 PM	0	0	3	0	0	1	0	0	0	0	0	1	0	0	0	0	5	28
12:15 PM	0	0	4	0	0	4	2	0	0	0	0	3	0	0	0	0	13	30
12:30 PM	0	0	3	0	0	1	0	0	0	1	0	4	0	0	0	0	9	32
12:45 PM	0	0	4	0	0	5	4	0	0	0	0	4	0	0	0	0	17	44
Count Total	0	0	25	0	0	24	14	0	0	1	0	17	0	0	0	0	81	0
Peak Hour	0	0	14	0	0	11	6	0	0	1	0	12	0	0	0	0	44	0

Two-Hour Count Summaries - Bikes

Interval Start	S Park Loop Rd			S Park Loop Rd			Gregory Ln			N/A			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Gregory Ln S Park Loop Rd

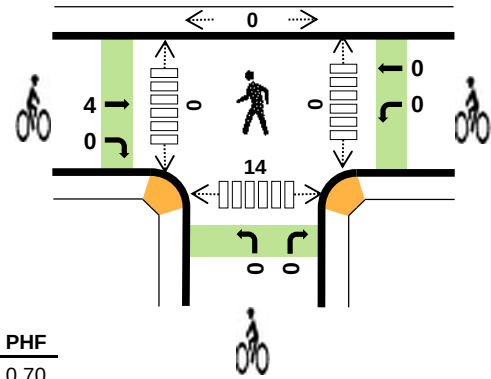
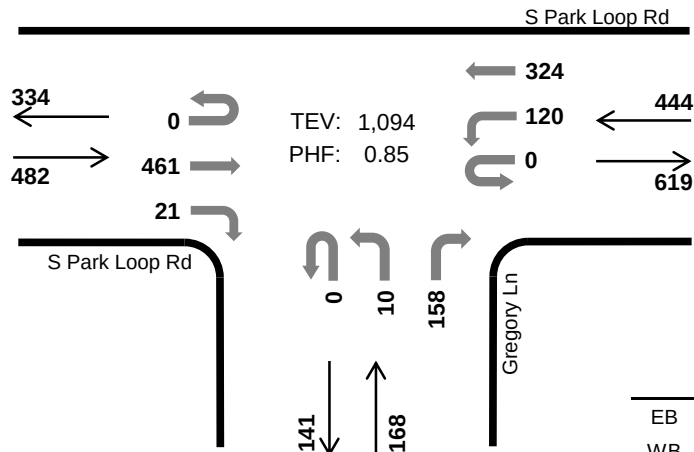


Peak Hour

Date: 10/17/2023

Count Period: 2:00 PM to 6:00 PM

Peak Hour: 3:30 PM to 4:30 PM



	HV %:	PHF
EB	3.1%	0.70
WB	5.4%	0.82
NB	6.0%	0.86
SB	-	-
TOTAL	4.5%	0.85

Four-Hour Count Summaries

Interval Start	S Park Loop Rd Eastbound				S Park Loop Rd Westbound				Gregory Ln Northbound				N/A Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:30 PM	0	0	80	4	0	24	111	0	0	4	0	38	0	0	0	0	261	0
3:45 PM	0	0	138	7	0	25	79	0	0	2	0	39	0	0	0	0	290	0
4:00 PM	0	0	163	8	0	43	73	0	0	0	0	36	0	0	0	0	323	0
4:15 PM	0	0	80	2	0	28	61	0	0	4	0	45	0	0	0	0	220	1,094
Peak Hour	All	0	0	461	21	0	120	324	0	0	10	0	158	0	0	0	1,094	0
	HV	0	0	14	1	0	12	12	0	0	1	0	9	0	0	0	49	0
	HV%	-	-	3%	5%	-	10%	4%	-	-	10%	-	6%	-	-	-	4%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:30 PM	4	9	6	0	19	1	0	0	0	1	0	0	0	0	0
3:45 PM	3	8	3	0	14	1	0	0	0	1	0	0	0	3	3
4:00 PM	4	4	0	0	8	0	0	0	0	0	0	0	0	9	9
4:15 PM	4	3	1	0	8	2	0	0	0	2	0	0	0	2	2
Peak Hour	15	24	10	0	49	4	0	0	0	4	0	0	0	14	14

Four-Hour Count Summaries

Interval Start		S Park Loop Rd				S Park Loop Rd				Gregory Ln				N/A				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM		0	0	47	3	0	36	39	0	0	2	0	42	0	0	0	0	169	0
2:15 PM		0	0	41	0	0	34	38	0	0	5	0	34	0	0	0	0	152	0
2:30 PM		0	0	38	0	0	28	61	0	0	1	0	19	0	0	0	0	147	0
2:45 PM		0	0	57	4	0	33	46	0	0	3	0	35	0	0	0	0	178	646
3:00 PM		0	0	60	3	0	32	58	0	0	3	0	38	0	0	0	0	194	671
3:15 PM		0	0	49	3	0	29	62	0	0	3	0	31	0	0	0	0	177	696
3:30 PM		0	0	80	4	0	24	111	0	0	4	0	38	0	0	0	0	261	810
3:45 PM		0	0	138	7	0	25	79	0	0	2	0	39	0	0	0	0	290	922
4:00 PM		0	0	163	8	0	43	73	0	0	0	0	36	0	0	0	0	323	1,051
4:15 PM		0	0	80	2	0	28	61	0	0	4	0	45	0	0	0	0	220	1,094
4:30 PM		0	0	69	5	0	46	54	0	0	2	0	44	0	0	0	0	220	1,053
4:45 PM		0	0	70	2	0	44	76	0	0	0	0	53	0	0	0	0	245	1,008
5:00 PM		0	0	64	4	0	44	76	0	0	4	0	61	0	0	0	0	253	938
5:15 PM		0	0	80	3	0	50	90	0	0	5	0	43	0	0	0	0	271	989
5:30 PM		0	0	93	5	0	31	91	0	0	5	0	37	0	0	0	0	262	1,031
5:45 PM		0	0	109	3	0	33	69	0	0	3	0	32	0	0	0	0	249	1,035
Count Total		0	0	1,238	56	0	560	1,084	0	0	46	0	627	0	0	0	0	3,611	0
Peak Hour	All	0	0	461	21	0	120	324	0	0	10	0	158	0	0	0	0	1,094	0
	HV	0	0	14	1	0	12	12	0	0	1	0	9	0	0	0	0	49	0
	HV%	-	-	3%	5%	-	10%	4%	-	-	10%	-	6%	-	-	-	-	4%	0

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	3	8	4	0	15	0	0	0	0	0	0	0	0	0	0
2:15 PM	1	2	5	0	8	0	0	0	0	0	0	0	0	1	1
2:30 PM	2	5	0	0	7	0	1	0	0	1	0	0	0	1	1
2:45 PM	2	8	9	0	19	1	0	0	0	1	0	0	0	0	0
3:00 PM	1	3	2	0	6	0	0	0	0	0	0	0	0	0	0
3:15 PM	1	5	7	0	13	0	0	0	0	0	0	0	0	0	0
3:30 PM	4	9	6	0	19	1	0	0	0	1	0	0	0	0	0
3:45 PM	3	8	3	0	14	1	0	0	0	1	0	0	0	3	3
4:00 PM	4	4	0	0	8	0	0	0	0	0	0	0	0	9	9
4:15 PM	4	3	1	0	8	2	0	0	0	2	0	0	0	2	2
4:30 PM	3	5	2	0	10	2	0	0	0	2	0	0	0	4	4
4:45 PM	3	4	3	0	10	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	4	1	0	5	1	0	0	0	1	0	0	0	0	0
5:15 PM	2	5	3	0	10	0	0	0	0	0	0	0	0	1	1
5:30 PM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0
5:45 PM	2	3	2	0	7	0	0	0	0	0	0	0	0	4	4
Count Total	36	79	48	0	163	8	1	0	0	9	0	0	0	25	25
Peak Hr	15	24	10	0	49	4	0	0	0	4	0	0	0	14	14

Four-Hour Count Summaries - Heavy Vehicles

Interval Start	S Park Loop Rd				S Park Loop Rd				Gregory Ln				N/A				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	2	1	0	6	2	0	0	1	0	3	0	0	0	0	15	0
2:15 PM	0	0	1	0	0	1	1	0	0	0	0	5	0	0	0	0	8	0
2:30 PM	0	0	2	0	0	3	2	0	0	0	0	0	0	0	0	0	7	0
2:45 PM	0	0	1	1	0	5	3	0	0	0	0	9	0	0	0	0	19	49
3:00 PM	0	0	1	0	0	2	1	0	0	0	0	2	0	0	0	0	6	40
3:15 PM	0	0	1	0	0	1	4	0	0	0	0	7	0	0	0	0	13	45
3:30 PM	0	0	4	0	0	4	5	0	0	1	0	5	0	0	0	0	19	57
3:45 PM	0	0	3	0	0	3	5	0	0	0	0	3	0	0	0	0	14	52
4:00 PM	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8	54
4:15 PM	0	0	3	1	0	1	2	0	0	0	0	1	0	0	0	0	8	49
4:30 PM	0	0	3	0	0	4	1	0	0	0	0	2	0	0	0	0	10	40
4:45 PM	0	0	3	0	0	3	1	0	0	0	0	3	0	0	0	0	10	36
5:00 PM	0	0	0	0	0	2	2	0	0	0	0	1	0	0	0	0	5	33
5:15 PM	0	0	2	0	0	4	1	0	0	0	0	3	0	0	0	0	10	35
5:30 PM	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	4	29
5:45 PM	0	0	2	0	0	3	0	0	0	0	0	2	0	0	0	0	7	26
Count Total	0	0	33	3	0	49	30	0	0	2	0	46	0	0	0	0	163	0
Peak Hour	0	0	14	1	0	12	12	0	0	1	0	9	0	0	0	0	49	0

Four-Hour Count Summaries - Bikes

Interval Start	S Park Loop Rd			S Park Loop Rd			Gregory Ln			N/A			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
2:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	2
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	2
3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	4
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	5
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	8	0	0	1	0	0	0	0	0	0	0	9	0
Peak Hour	0	4	0	0	0	0	0	0	0	0	0	0	4	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Blair Dr S Park Loop Rd

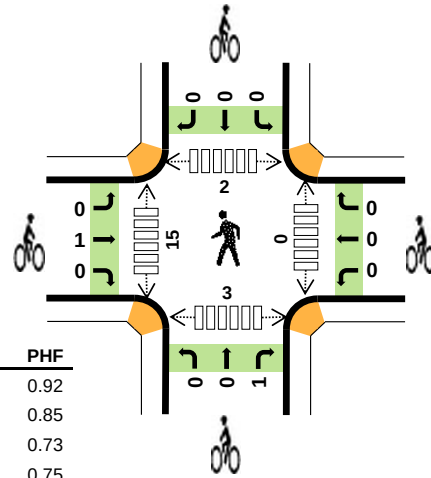
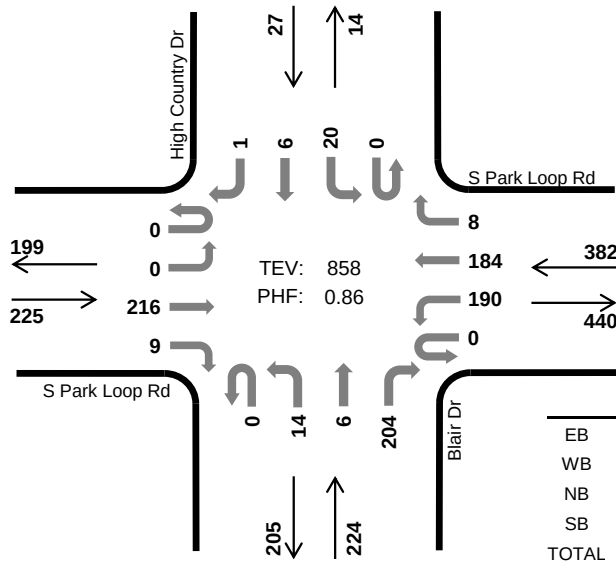


Peak Hour

Date: 10/17/2023

Count Period: 7:00 AM to 10:00 AM

Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	1.3%	0.92
WB	6.3%	0.85
NB	2.2%	0.73
SB	0.0%	0.75
TOTAL	3.7%	0.86

Three-Hour Count Summaries

Interval Start		S Park Loop Rd				S Park Loop Rd				Blair Dr				High Country Dr				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	0	61	0	0	22	65	3	0	4	2	46	0	7	2	0	212	0
8:15 AM		0	0	50	1	0	34	36	1	0	1	2	20	0	6	2	0	153	0
8:30 AM		0	0	49	5	0	71	37	1	0	4	1	72	0	2	2	1	245	0
8:45 AM		0	0	56	3	0	63	46	3	0	5	1	66	0	5	0	0	248	858
Peak Hour	All	0	0	216	9	0	190	184	8	0	14	6	204	0	20	6	1	858	0
	HV	0	0	2	1	0	11	12	1	0	0	0	5	0	0	0	0	32	0
	HV%	-	-	1%	11%	-	6%	7%	13%	-	0%	0%	2%	-	0%	0%	0%	4%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
8:00 AM	0	2	1	0	3	0	0	1	0	1	0	3	0	0	3
8:15 AM	1	5	2	0	8	0	0	0	0	0	0	5	1	1	7
8:30 AM	1	11	0	0	12	1	0	0	0	1	0	4	1	1	6
8:45 AM	1	6	2	0	9	0	0	0	0	0	0	3	0	1	4
Peak Hour	3	24	5	0	32	1	0	1	0	2	0	15	2	3	20

Three-Hour Count Summaries																			
Interval Start		S Park Loop Rd				S Park Loop Rd				Blair Dr				High Country Dr				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	7:00 AM	0	0	16	0	0	12	28	0	0	0	0	22	0	4	1	0	83	0
	7:15 AM	0	0	16	1	0	18	41	0	0	1	1	29	0	2	1	0	110	0
	7:30 AM	0	0	28	0	0	13	23	0	0	1	0	36	0	3	0	0	104	0
	7:45 AM	0	0	36	3	0	31	55	2	0	2	0	55	0	4	2	1	191	488
	8:00 AM	0	0	61	0	0	22	65	3	0	4	2	46	0	7	2	0	212	617
	8:15 AM	0	0	50	1	0	34	36	1	0	1	2	20	0	6	2	0	153	660
	8:30 AM	0	0	49	5	0	71	37	1	0	4	1	72	0	2	2	1	245	801
	8:45 AM	0	0	56	3	0	63	46	3	0	5	1	66	0	5	0	0	248	858
	9:00 AM	0	1	44	2	0	16	30	0	0	0	0	22	0	4	2	0	121	767
	9:15 AM	0	0	39	2	0	12	17	4	0	5	2	17	0	4	1	0	103	717
	9:30 AM	0	0	35	1	0	16	30	0	0	0	0	20	0	1	0	0	103	575
	9:45 AM	0	1	35	0	0	12	25	4	0	1	0	17	0	4	0	1	100	427
Count Total		0	2	465	18	0	320	433	18	0	24	9	422	0	46	13	3	1,773	0
Peak Hour	All	0	0	216	9	0	190	184	8	0	14	6	204	0	20	6	1	858	0
	HV	0	0	2	1	0	11	12	1	0	0	0	5	0	0	0	0	32	0
	HV%	-	-	1%	11%	-	6%	7%	13%	-	0%	0%	2%	-	0%	0%	0%	4%	0

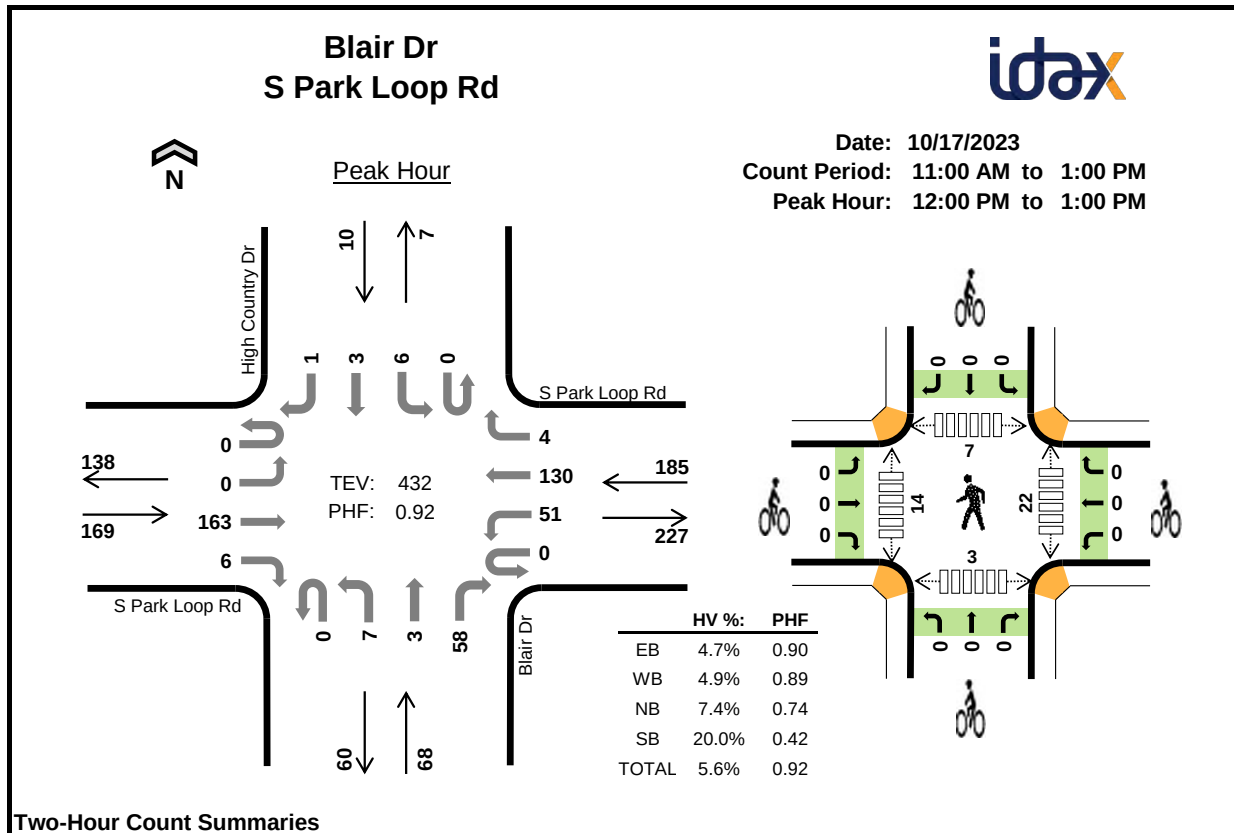
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2
7:30 AM	2	1	1	0	4	0	1	0	0	1	0	1	0	1	2
7:45 AM	0	6	2	0	8	0	0	1	0	1	0	5	0	2	7
8:00 AM	0	2	1	0	3	0	0	1	0	1	0	3	0	0	3
8:15 AM	1	5	2	0	8	0	0	0	0	0	0	5	1	1	7
8:30 AM	1	11	0	0	12	1	0	0	0	1	0	4	1	1	6
8:45 AM	1	6	2	0	9	0	0	0	0	0	0	3	0	1	4
9:00 AM	0	2	1	1	4	0	0	0	0	0	2	1	0	0	3
9:15 AM	3	2	2	0	7	0	0	1	0	1	2	0	0	0	2
9:30 AM	2	3	1	0	6	0	0	0	0	0	0	0	0	0	0
9:45 AM	2	2	1	1	6	1	0	0	0	1	0	2	0	1	3
Count Total	12	40	15	2	69	2	1	3	0	6	4	26	2	7	39
Peak Hour	3	24	5	0	32	1	0	1	0	2	0	15	2	3	20

Three-Hour Count Summaries - Heavy Vehicles																		
Interval Start	S Park Loop Rd				S Park Loop Rd				Blair Dr				High Country Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:30 AM	0	0	2	0	0	0	1	0	0	0	0	1	0	0	0	0	4	0
7:45 AM	0	0	0	0	0	3	3	0	0	0	0	2	0	0	0	0	8	14
8:00 AM	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	3	16
8:15 AM	0	0	1	0	0	4	1	0	0	0	0	2	0	0	0	0	8	23
8:30 AM	0	0	0	1	0	7	4	0	0	0	0	0	0	0	0	0	12	31
8:45 AM	0	0	1	0	0	0	5	1	0	0	0	2	0	0	0	0	9	32
9:00 AM	0	0	0	0	0	0	2	0	0	0	0	1	0	1	0	0	4	33
9:15 AM	0	0	3	0	0	0	2	0	0	1	0	1	0	0	0	0	7	32
9:30 AM	0	0	2	0	0	0	3	0	0	0	0	1	0	0	0	0	6	26
9:45 AM	0	0	2	0	0	0	2	0	0	0	0	1	0	0	0	1	6	23
Count Total	0	0	11	1	0	14	25	1	0	1	0	14	0	1	0	1	69	0
Peak Hour	0	0	2	1	0	11	12	1	0	0	0	5	0	0	0	0	32	0

Three-Hour Count Summaries - Bikes																	
Interval Start	S Park Loop Rd			S Park Loop Rd			Blair Dr			High Country Dr			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0			
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	2			
8:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	3			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3			
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	3			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
9:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	2			
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	2			
Count Total	0	2	0	0	0	1	0	2	1	0	0	0	6	0			
Peak Hour	0	1	0	0	0	0	0	0	1	0	0	0	2	0			

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Interval Start		S Park Loop Rd				S Park Loop Rd				Blair Dr				High Country Dr				15-min Total	Rolling One Hour
		Eastbound		Westbound		Northbound		Southbound											
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	11:00 AM	0	0	38	1	0	4	23	1	0	2	1	11	0	1	1	0	83	0
	11:15 AM	0	0	27	1	0	8	29	0	0	2	0	7	0	2	0	0	76	0
	11:30 AM	0	0	35	3	0	14	28	3	0	3	0	14	0	2	0	0	102	0
	11:45 AM	0	1	40	0	0	13	24	2	0	0	0	12	0	2	1	0	95	356
	12:00 PM	0	0	46	1	0	16	29	1	0	1	1	14	0	3	3	0	115	388
	12:15 PM	0	0	42	4	0	12	24	2	0	0	0	13	0	2	0	0	99	411
	12:30 PM	0	0	34	1	0	14	35	0	0	5	1	10	0	1	0	0	101	410
	12:45 PM	0	0	41	0	0	9	42	1	0	1	1	21	0	0	0	1	117	432
Count Total		0	1	303	11	0	90	234	10	0	14	4	102	0	13	5	1	788	0
Peak Hour	All	0	0	163	6	0	51	130	4	0	7	3	58	0	6	3	1	432	0
	HV	0	0	6	2	0	1	8	0	0	0	0	5	0	1	1	0	24	0
	HV%	-	-	4%	33%	-	2%	6%	0%	-	0%	0%	9%	-	17%	33%	0%	6%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	4	2	1	0	7	0	0	0	0	0	0	1	0	3	4
11:15 AM	1	1	2	0	4	0	0	0	0	0	0	2	2	0	4
11:30 AM	1	4	2	0	7	0	0	0	0	0	0	1	1	3	5
11:45 AM	0	1	1	0	2	0	0	0	0	0	0	3	2	0	5
12:00 PM	2	0	1	2	5	0	0	0	0	0	10	5	1	2	18
12:15 PM	2	3	3	0	8	0	0	0	0	0	2	3	1	0	6
12:30 PM	2	1	0	0	3	0	0	0	0	0	10	2	0	0	12
12:45 PM	2	5	1	0	8	0	0	0	0	0	0	4	5	1	10
Count Total	14	17	11	2	44	0	0	0	0	0	22	21	12	9	64
Peak Hour	8	9	5	2	24	0	0	0	0	0	22	14	7	3	46

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	S Park Loop Rd				S Park Loop Rd				Blair Dr				High Country Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	0	4	0	0	0	2	0	0	0	0	1	0	0	0	0	7	0
11:15 AM	0	0	1	0	0	0	1	0	0	0	0	2	0	0	0	0	4	0
11:30 AM	0	0	1	0	0	0	3	1	0	0	0	2	0	0	0	0	7	0
11:45 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	20
12:00 PM	0	0	2	0	0	0	0	0	0	0	0	1	0	1	1	0	5	18
12:15 PM	0	0	0	2	0	1	2	0	0	0	0	3	0	0	0	0	8	22
12:30 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	18
12:45 PM	0	0	2	0	0	0	5	0	0	0	0	1	0	0	0	0	8	24
Count Total	0	0	12	2	0	1	15	1	0	0	0	11	0	1	1	0	44	0
Peak Hour	0	0	6	2	0	1	8	0	0	0	0	5	0	1	1	0	24	0

Two-Hour Count Summaries - Bikes																		
Interval Start	S Park Loop Rd				S Park Loop Rd				Blair Dr				High Country Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
11:00 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
11:15 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
11:30 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
11:45 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
12:00 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
12:15 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
12:30 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
12:45 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
Count Total	0	0	0		0	0	0		0	0	0		0	0	0		0	0
Peak Hour	0	0	0		0	0	0		0	0	0		0	0	0		0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Blair Dr S Park Loop Rd

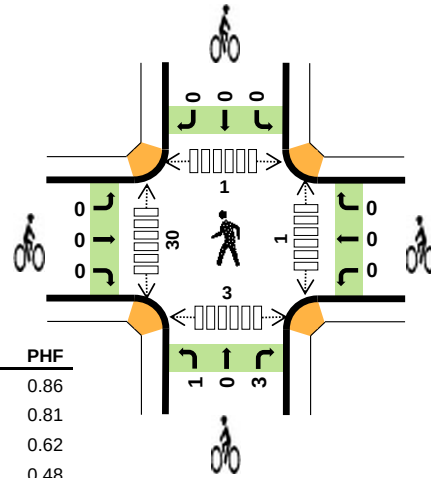
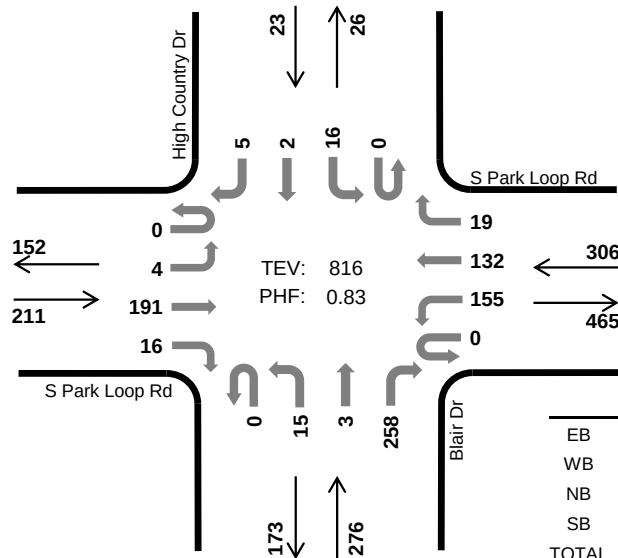


Peak Hour

Date: 10/17/2023

Count Period: 2:00 PM to 6:00 PM

Peak Hour: 3:30 PM to 4:30 PM



	HV %:	PHF
EB	4.7%	0.86
WB	3.6%	0.81
NB	2.5%	0.62
SB	4.3%	0.48
TOTAL	3.6%	0.83

Four-Hour Count Summaries

Interval Start		S Park Loop Rd				S Park Loop Rd				Blair Dr				High Country Dr				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:30 PM		0	1	57	3	0	53	38	3	0	5	2	24	0	2	0	2	190	0
3:45 PM		0	2	44	4	0	51	27	11	0	3	1	91	0	8	2	2	246	0
4:00 PM		0	1	49	5	0	32	32	2	0	5	0	107	0	4	0	1	238	0
4:15 PM		0	0	41	4	0	19	35	3	0	2	0	36	0	2	0	0	142	816
Peak Hour	All	0	4	191	16	0	155	132	19	0	15	3	258	0	16	2	5	816	0
	HV	0	0	9	1	0	10	1	0	0	0	0	7	0	0	0	1	29	0
	HV%	-	0%	5%	6%	-	6%	1%	0%	-	0%	0%	3%	-	0%	0%	20%	4%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:30 PM	4	5	1	0	10	0	0	1	0	1	0	3	0	1	4
3:45 PM	2	6	2	1	11	0	0	1	0	1	0	9	0	1	10
4:00 PM	2	0	3	0	5	0	0	0	0	0	0	11	0	0	11
4:15 PM	2	0	1	0	3	0	0	2	0	2	1	7	1	1	10
Peak Hour	10	11	7	1	29	0	0	4	0	4	1	30	1	3	35

Four-Hour Count Summaries																			
Interval Start		S Park Loop Rd				S Park Loop Rd				Blair Dr				High Country Dr				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM		0	0	29	2	0	15	28	0	0	2	0	13	0	2	1	0	92	0
2:15 PM		0	1	24	0	0	10	24	1	0	3	1	10	0	1	1	0	76	0
2:30 PM		0	0	24	4	0	17	38	5	0	0	0	11	0	1	0	0	100	0
2:45 PM		0	0	37	1	0	17	29	3	0	4	2	21	0	1	1	0	116	384
3:00 PM		0	0	36	2	0	18	32	4	0	3	1	18	0	1	1	1	117	409
3:15 PM		0	1	27	3	0	20	42	1	0	3	2	16	0	2	0	0	117	450
3:30 PM		0	1	57	3	0	53	38	3	0	5	2	24	0	2	0	2	190	540
3:45 PM		0	2	44	4	0	51	27	11	0	3	1	91	0	8	2	2	246	670
4:00 PM		0	1	49	5	0	32	32	2	0	5	0	107	0	4	0	1	238	791
4:15 PM		0	0	41	4	0	19	35	3	0	2	0	36	0	2	0	0	142	816
4:30 PM		0	0	42	2	0	18	37	3	0	1	0	27	0	4	0	0	134	760
4:45 PM		0	0	51	3	0	29	33	3	0	6	2	17	0	0	1	0	145	659
5:00 PM		0	0	45	1	0	30	49	1	0	6	1	16	0	1	2	0	152	573
5:15 PM		0	1	52	3	0	45	45	2	0	8	1	24	0	3	0	0	184	615
5:30 PM		0	0	44	4	0	37	38	6	0	5	3	45	0	1	2	0	185	666
5:45 PM		0	0	55	0	0	36	37	2	0	2	1	54	0	3	2	0	192	713
Count Total		0	7	657	41	0	447	564	50	0	58	17	530	0	36	13	6	2,426	0
Peak Hour	All	0	4	191	16	0	155	132	19	0	15	3	258	0	16	2	5	816	0
	HV	0	0	9	1	0	10	1	0	0	0	0	7	0	0	0	1	29	0
	HV%	-	0%	5%	6%	-	6%	1%	0%	-	0%	0%	3%	-	0%	0%	20%	4%	0
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)								
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total				
2:00 PM		2	2	1	0	5	0	0	0	0	0	0	3	2	0	5			
2:15 PM		0	1	1	0	2	0	0	0	0	0	0	2	2	1	5			
2:30 PM		2	1	0	0	3	0	1	0	0	1	0	4	1	0	5			
2:45 PM		1	2	1	0	4	0	0	0	0	0	0	3	0	1	4			
3:00 PM		1	0	1	0	2	0	0	1	0	1	0	4	1	1	6			
3:15 PM		1	2	1	0	4	0	0	0	0	0	0	2	1	0	3			
3:30 PM		4	5	1	0	10	0	0	1	0	1	0	3	0	1	4			
3:45 PM		2	6	2	1	11	0	0	1	0	1	0	9	0	1	10			
4:00 PM		2	0	3	0	5	0	0	0	0	0	0	11	0	0	11			
4:15 PM		2	0	1	0	3	0	0	2	0	2	1	7	1	1	10			
4:30 PM		1	1	2	0	4	0	0	0	0	0	0	13	3	2	18			
4:45 PM		1	0	2	0	3	0	0	1	0	1	2	7	2	0	11			
5:00 PM		1	3	0	0	4	0	0	1	0	1	1	9	0	0	10			
5:15 PM		1	1	2	0	4	0	0	0	0	0	1	10	5	0	16			
5:30 PM		1	1	1	0	3	0	0	1	0	1	2	2	0	4	8			
5:45 PM		2	0	1	0	3	0	0	0	0	0	0	10	1	3	14			
Count Total		24	25	20	1	70	0	1	8	0	9	7	99	19	15	140			
Peak Hour		10	11	7	1	29	0	0	4	0	4	1	30	1	3	35			

Four-Hour Count Summaries - Heavy Vehicles																		
Interval Start	S Park Loop Rd				S Park Loop Rd				Blair Dr				High Country Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	2	0	0	1	1	0	0	0	0	1	0	0	0	0	5	0
2:15 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	0
2:30 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0
2:45 PM	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0	0	4	14
3:00 PM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2	11
3:15 PM	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	4	13
3:30 PM	0	0	4	0	0	4	1	0	0	0	0	1	0	0	0	0	10	20
3:45 PM	0	0	1	1	0	6	0	0	0	0	0	2	0	0	0	1	11	27
4:00 PM	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	5	30
4:15 PM	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	3	29
4:30 PM	0	0	1	0	0	0	0	1	0	0	0	2	0	0	0	0	4	23
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	3	15
5:00 PM	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	4	14
5:15 PM	0	0	1	0	0	0	1	0	0	0	0	2	0	0	0	0	4	15
5:30 PM	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	3	14
5:45 PM	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	3	14
Count Total	0	1	22	1	0	14	10	1	0	0	0	20	0	0	0	1	70	0
Peak Hour	0	0	9	1	0	10	1	0	0	0	0	7	0	0	0	1	29	0

Four-Hour Count Summaries - Bikes																		
Interval Start	S Park Loop Rd				S Park Loop Rd				Blair Dr				High Country Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
2:00 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
2:15 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
2:30 PM	0	0	0		0	1	0		0	0	0		0	0	0		1	0
2:45 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	1
3:00 PM	0	0	0		0	0	0		0	1	0		0	0	0		1	2
3:15 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	2
3:30 PM	0	0	0		0	0	0		0	0	1		0	0	0		1	2
3:45 PM	0	0	0		0	0	0		0	0	1		0	0	0		1	3
4:00 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	2
4:15 PM	0	0	0		0	0	0		1	0	1		0	0	0		2	4
4:30 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	3
4:45 PM	0	0	0		0	0	0		0	1	0		0	0	0		1	3
5:00 PM	0	0	0		0	0	0		0	0	1		0	0	0		1	4
5:15 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	2
5:30 PM	0	0	0		0	0	0		0	1	0		0	0	0		1	3
5:45 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	2
Count Total	0	0	0		0	1	0		1	3	4		0	0	0		9	0
Peak Hour	0	0	0		0	0	0		1	0	3		0	0	0		4	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Whitehouse Dr S Park Loop Rd

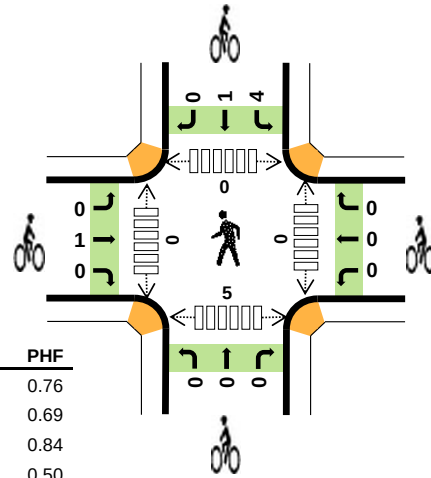
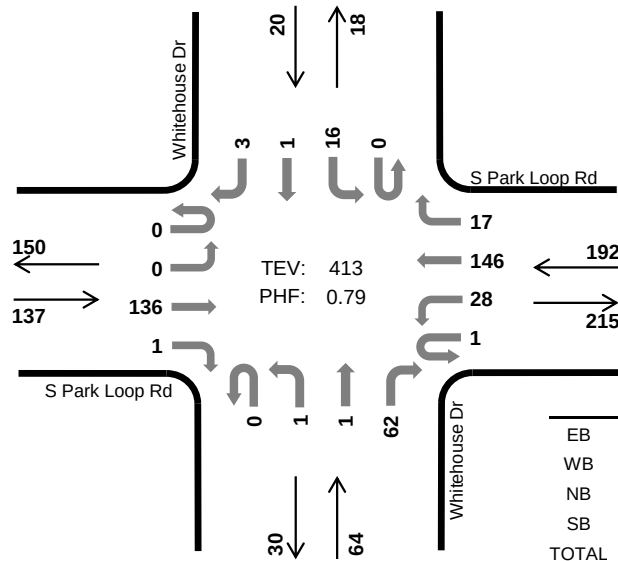


Peak Hour

Date: 10/17/2023

Count Period: 7:00 AM to 10:00 AM

Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	3.6%	0.76
WB	5.7%	0.69
NB	0.0%	0.84
SB	0.0%	0.50
TOTAL	3.9%	0.79

Three-Hour Count Summaries

Interval Start		S Park Loop Rd				S Park Loop Rd				Whitehouse Dr				Whitehouse Dr				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	0	45	0	1	5	57	7	0	0	0	14	0	2	0	0	131	0
8:15 AM		0	0	22	0	0	6	27	4	0	0	0	19	0	5	0	1	84	0
8:30 AM		0	0	32	0	0	7	32	2	0	0	1	16	0	2	0	0	92	0
8:45 AM		0	0	37	1	0	10	30	4	0	1	0	13	0	7	1	2	106	413
Peak Hour	All	0	0	136	1	1	28	146	17	0	1	1	62	0	16	1	3	413	0
	HV	0	0	5	0	0	1	8	2	0	0	0	0	0	0	0	0	16	0
	HV%	-	-	4%	0%	0%	4%	5%	12%	-	0%	0%	0%	-	0%	0%	0%	4%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
8:00 AM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	4	0	0	5	1	0	0	1	2	0	0	0	2	2
8:45 AM	2	4	0	0	6	0	0	0	4	4	0	0	0	3	3
Peak Hour	5	11	0	0	16	1	0	0	5	6	0	0	0	5	5

Three-Hour Count Summaries																			
Interval Start		S Park Loop Rd				S Park Loop Rd				Whitehouse Dr				Whitehouse Dr				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	7:00 AM	0	0	7	0	0	2	26	1	0	1	0	7	0	0	0	0	44	0
	7:15 AM	0	0	7	0	0	3	39	0	0	0	0	6	0	6	0	0	61	0
	7:30 AM	0	0	14	0	0	2	22	0	0	0	1	10	0	3	0	0	52	0
	7:45 AM	0	0	23	0	0	3	51	1	0	0	0	17	0	4	0	0	99	256
	8:00 AM	0	0	45	0	1	5	57	7	0	0	0	14	0	2	0	0	131	343
	8:15 AM	0	0	22	0	0	6	27	4	0	0	0	19	0	5	0	1	84	366
	8:30 AM	0	0	32	0	0	7	32	2	0	0	1	16	0	2	0	0	92	406
	8:45 AM	0	0	37	1	0	10	30	4	0	1	0	13	0	7	1	2	106	413
	9:00 AM	0	0	20	0	0	6	18	0	0	0	0	15	0	4	1	2	66	348
	9:15 AM	0	0	27	1	0	0	16	4	0	0	0	10	0	4	0	1	63	327
	9:30 AM	0	0	22	0	0	3	24	1	0	0	0	8	0	6	0	0	64	299
	9:45 AM	0	0	28	1	0	5	18	1	0	1	0	9	0	2	0	0	65	258
Count Total		0	0	284	3	1	52	360	25	0	3	2	144	0	45	2	6	927	0
Peak Hour	All	0	0	136	1	1	28	146	17	0	1	1	62	0	16	1	3	413	0
	HV	0	0	5	0	0	1	8	2	0	0	0	0	0	0	0	0	16	0
	HV%	-	-	4%	0%	0%	4%	5%	12%	-	0%	0%	0%	-	0%	0%	0%	4%	0

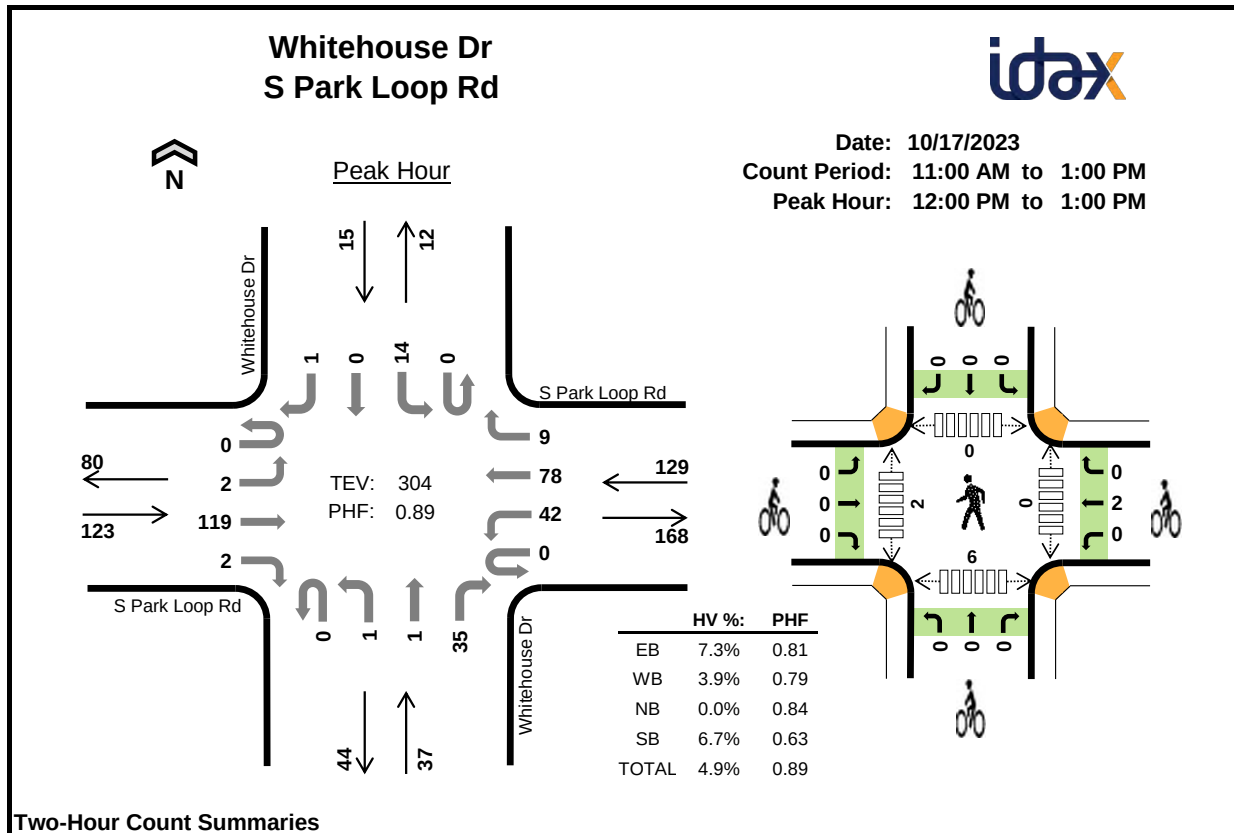
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
7:30 AM	1	1	2	0	4	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	4	0	0	5	1	0	0	1	2	0	0	0	2	2
8:45 AM	2	4	0	0	6	0	0	0	4	4	0	0	0	3	3
9:00 AM	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0
9:15 AM	3	1	0	1	5	0	0	0	0	0	0	0	0	0	0
9:30 AM	3	3	0	0	6	1	0	0	0	1	0	0	0	0	0
9:45 AM	3	3	0	0	6	0	0	0	0	0	0	0	0	0	0
Count Total	15	24	2	2	43	2	0	0	5	7	0	0	0	5	5
Peak Hour	5	11	0	0	16	1	0	0	5	6	0	0	0	5	5

Three-Hour Count Summaries - Heavy Vehicles																		
Interval Start	S Park Loop Rd				S Park Loop Rd				Whitehouse Dr				Whitehouse Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	0	4	0
7:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	7
8:00 AM	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	3	10
8:15 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	11
8:30 AM	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	5	12
8:45 AM	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	6	16
9:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	3	16
9:15 AM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	5	19
9:30 AM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6	20
9:45 AM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6	20
Count Total	0	0	15	0	0	2	20	2	0	0	1	1	0	0	1	1	43	0
Peak Hour	0	0	5	0	0	1	8	2	0	0	0	0	0	0	0	0	16	0

Three-Hour Count Summaries - Bikes																	
Interval Start	S Park Loop Rd			S Park Loop Rd			Whitehouse Dr			Whitehouse Dr			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	1	0	0	0	0	0	0	0	1	0	0	2	2	2		
8:45 AM	0	0	0	0	0	0	0	0	0	3	1	0	4	6	6		
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6		
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6		
9:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	5	5		
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		
Count Total	0	2	0	0	0	0	0	0	0	4	1	0	7	0	0		
Peak Hour	0	1	0	0	0	0	0	0	0	4	1	0	6	0	0		

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

**Two-Hour Count Summaries**

Interval Start		S Park Loop Rd				S Park Loop Rd				Whitehouse Dr				Whitehouse Dr				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM		0	0	28	0	0	2	15	4	0	0	0	4	0	2	0	0	55	0
11:15 AM		0	0	19	0	0	3	25	4	0	0	0	4	0	3	0	0	58	0
11:30 AM		0	0	23	1	1	5	20	4	0	0	1	8	0	3	0	0	66	0
11:45 AM		0	0	29	0	0	0	22	1	0	0	0	8	0	3	0	1	64	243
12:00 PM		0	0	36	0	0	11	13	2	0	0	0	9	0	2	0	0	73	261
12:15 PM		0	1	36	1	0	10	13	2	0	0	1	7	0	3	0	0	74	277
12:30 PM		0	1	19	0	0	11	23	3	0	1	0	10	0	4	0	0	72	283
12:45 PM		0	0	28	1	0	10	29	2	0	0	0	9	0	5	0	1	85	304
Count Total		0	2	218	3	1	52	160	22	0	1	2	59	0	25	0	2	547	0
Peak Hour	All	0	2	119	2	0	42	78	9	0	1	1	35	0	14	0	1	304	0
	HV	0	0	8	1	0	1	4	0	0	0	0	0	0	0	0	1	15	0
	HV%	-	0%	7%	50%	-	2%	5%	0%	-	0%	0%	0%	-	0%	-	100%	5%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	4	2	0	0	6	0	0	1	0	1	1	1	1	3	6
11:15 AM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
11:30 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	2	2
11:45 AM	0	2	0	0	2	0	0	0	0	0	0	5	0	2	7
12:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	3	3
12:15 PM	3	1	0	0	4	0	1	0	0	1	0	1	0	0	1
12:30 PM	2	1	0	0	3	0	0	0	0	0	0	0	0	3	3
12:45 PM	2	3	0	1	6	0	1	0	0	1	0	1	0	0	1
Count Total	15	12	0	1	28	0	2	1	0	3	1	8	1	13	23
Peak Hour	9	5	0	1	15	0	2	0	0	2	0	2	0	6	8

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	S Park Loop Rd				S Park Loop Rd				Whitehouse Dr				Whitehouse Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	6	0
11:15 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0
11:30 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
11:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	13
12:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9
12:15 PM	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4	10
12:30 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	11
12:45 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	1	6	15
Count Total	0	0	14	1	0	1	10	1	0	0	0	0	0	0	0	1	28	0
Peak Hour	0	0	8	1	0	1	4	0	0	0	0	0	0	0	0	1	15	0

Two-Hour Count Summaries - Bikes																		
Interval Start	S Park Loop Rd			S Park Loop Rd			Whitehouse Dr			Whitehouse Dr			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
11:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0				
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1				
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
12:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	2				
Count Total	0	0	0	0	2	0	0	1	0	0	0	0	3	0				
Peak Hour	0	0	0	0	2	0	0	0	0	0	0	0	2	0				

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Whitehouse Dr S Park Loop Rd

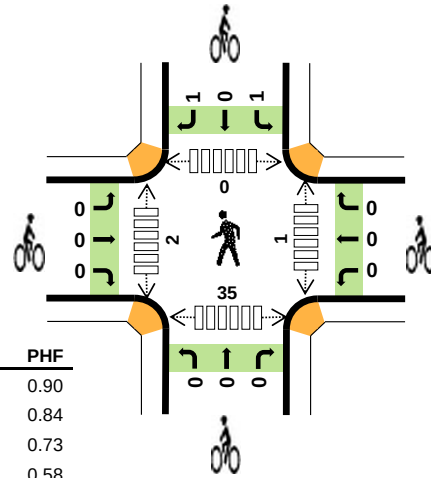
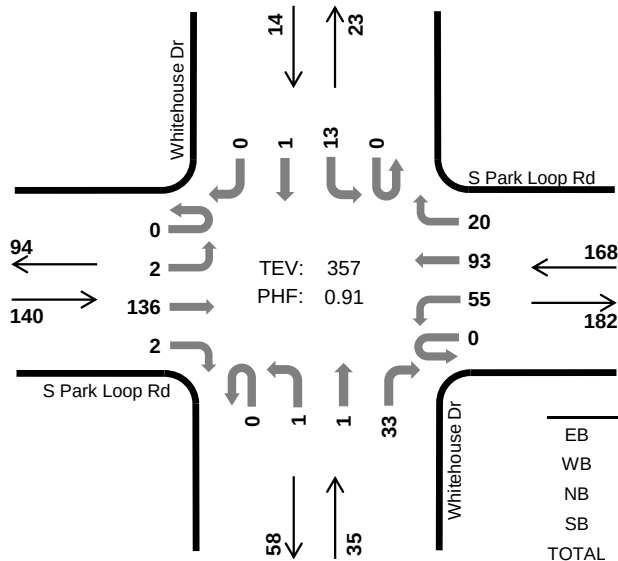


Peak Hour

Date: 10/17/2023

Count Period: 2:00 PM to 6:00 PM

Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	3.6%	0.90
WB	1.2%	0.84
NB	0.0%	0.73
SB	0.0%	0.58
TOTAL	2.0%	0.91

Four-Hour Count Summaries

Interval Start		S Park Loop Rd				S Park Loop Rd				Whitehouse Dr				Whitehouse Dr				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM		0	2	36	1	0	14	28	8	0	0	1	4	0	3	1	0	98	0
5:15 PM		0	0	29	1	0	14	23	5	0	0	0	10	0	6	0	0	88	0
5:30 PM		0	0	32	0	0	13	21	4	0	1	0	7	0	1	0	0	79	0
5:45 PM		0	0	39	0	0	14	21	3	0	0	0	12	0	3	0	0	92	357
Peak Hour	All	0	2	136	2	0	55	93	20	0	1	1	33	0	13	1	0	357	0
	HV	0	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	7	0
	HV%	-	0%	4%	0%	-	0%	2%	0%	-	0%	0%	0%	-	0%	0%	-	2%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
5:00 PM	2	2	0	0	4	0	0	0	1	1	0	0	0	19	19
5:15 PM	0	0	0	0	0	0	0	0	1	1	1	1	0	7	9
5:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	5	5
5:45 PM	2	0	0	0	2	0	0	0	0	0	0	1	0	4	5
Peak Hour	5	2	0	0	7	0	0	0	2	2	1	2	0	35	38

Four-Hour Count Summaries																			
Interval Start		S Park Loop Rd				S Park Loop Rd				Whitehouse Dr				Whitehouse Dr				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
2:00 PM	0	0	23	0	0	8	15	5	0	0	0	10	0	1	0	0	62	0	
2:15 PM	0	0	17	0	0	5	19	1	0	0	0	4	0	1	0	0	47	0	
2:30 PM	0	2	16	0	0	10	16	7	0	1	0	8	0	2	0	1	63	0	
2:45 PM	0	0	24	1	0	4	24	3	0	1	0	7	0	5	0	0	69	241	
3:00 PM	0	1	22	0	0	9	25	3	0	0	1	7	0	2	0	0	70	249	
3:15 PM	0	0	24	0	0	10	28	2	0	0	0	7	0	2	0	0	73	275	
3:30 PM	0	0	49	0	0	10	29	5	0	0	1	5	0	1	1	0	101	313	
3:45 PM	0	0	37	1	0	3	23	3	0	0	0	12	0	5	0	0	84	328	
4:00 PM	0	1	35	0	0	8	19	3	0	0	0	6	0	4	1	1	78	336	
4:15 PM	0	0	34	0	0	8	19	4	0	0	0	5	0	1	0	0	71	334	
4:30 PM	0	2	25	0	0	7	23	3	0	0	0	6	0	4	0	0	70	303	
4:45 PM	0	0	41	0	0	13	15	4	0	0	0	11	0	2	1	0	87	306	
5:00 PM	0	2	36	1	0	14	28	8	0	0	1	4	0	3	1	0	98	326	
5:15 PM	0	0	29	1	0	14	23	5	0	0	0	10	0	6	0	0	88	343	
5:30 PM	0	0	32	0	0	13	21	4	0	1	0	7	0	1	0	0	79	352	
5:45 PM	0	0	39	0	0	14	21	3	0	0	0	12	0	3	0	0	92	357	
Count Total		0	8	483	4	0	150	348	63	0	3	3	121	0	43	4	2	1,232	0
Peak Hour	All	0	2	136	2	0	55	93	20	0	1	1	33	0	13	1	0	357	0
	HV	0	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	7	0
	HV%	-	0%	4%	0%	-	0%	2%	0%	-	0%	0%	0%	-	0%	0%	-	2%	0
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)					Total	Total		
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total				
2:00 PM	2	2	0	0	4	0	0	0	0	0	0	0	0	1	1				
2:15 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0				
2:30 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0				
2:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	1	1				
3:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0				
3:15 PM	1	1	0	1	3	0	0	0	0	0	0	0	0	1	1				
3:30 PM	3	1	1	0	5	0	0	1	0	1	0	1	0	0	1				
3:45 PM	3	1	0	0	4	0	0	0	2	2	0	0	0	0	0				
4:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	3	3				
4:15 PM	2	0	0	0	2	1	0	0	0	1	0	1	0	4	5				
4:30 PM	1	0	0	0	1	0	0	0	1	1	0	0	0	3	3				
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	3	3				
5:00 PM	2	2	0	0	4	0	0	0	1	1	0	0	0	19	19				
5:15 PM	0	0	0	0	0	0	0	0	1	1	1	1	0	7	9				
5:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	5	5				
5:45 PM	2	0	0	0	2	0	0	0	0	0	0	1	0	4	5				
Count Total		24	10	1	1	36	1	0	1	5	7	1	3	0	52	56			
Peak Hour		5	2	0	0	7	0	0	0	2	2	1	2	0	35	38			

Four-Hour Count Summaries - Heavy Vehicles																		
Interval Start	S Park Loop Rd				S Park Loop Rd				Whitehouse Dr				Whitehouse Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0
2:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
2:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
2:45 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	10
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
3:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	3	8
3:30 PM	0	0	3	0	0	1	0	0	0	0	1	0	0	0	0	0	5	11
3:45 PM	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	4	13
4:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	14
4:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	13
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
5:00 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	8
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
5:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7
Count Total	0	1	23	0	0	2	7	1	0	0	1	0	0	1	0	0	36	0
Peak Hour	0	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	7	0

Four-Hour Count Summaries - Bikes																		
Interval Start	S Park Loop Rd			S Park Loop Rd			Whitehouse Dr			Whitehouse Dr			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	1				
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	3				
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3				
4:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	4				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	4				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	3				
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	3				
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
Count Total	1	0	0	0	0	0	0	1	0	1	0	4	7	0				
Peak Hour	0	0	0	0	0	0	0	0	0	1	0	1	2	0				

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

S Park Loop Rd W Boyles Hill Rd

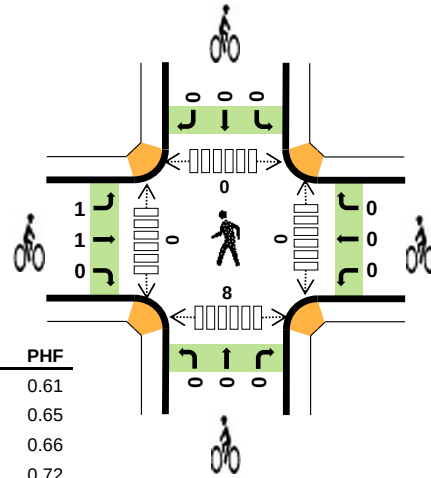
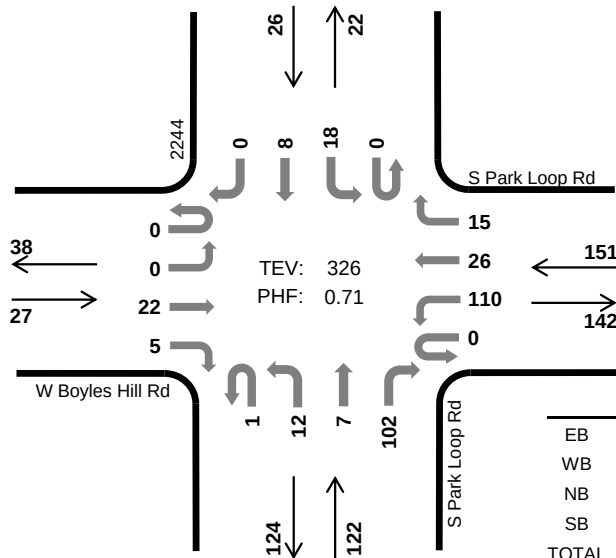


Peak Hour

Date: 10/17/2023

Count Period: 7:00 AM to 10:00 AM

Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	7.4%	0.61
WB	4.6%	0.65
NB	4.1%	0.66
SB	3.8%	0.72
TOTAL	4.6%	0.71

Three-Hour Count Summaries

Interval Start		W Boyles Hill Rd				S Park Loop Rd				S Park Loop Rd				2244				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	0	2	0	0	49	7	2	0	4	2	40	0	5	4	0	115	0
8:15 AM		0	0	3	1	0	20	5	4	0	4	3	17	0	3	2	0	62	0
8:30 AM		0	0	10	1	0	23	5	2	0	0	1	21	0	4	0	0	67	0
8:45 AM		0	0	7	3	0	18	9	7	1	4	1	24	0	6	2	0	82	326
Peak Hour	All	0	0	22	5	0	110	26	15	1	12	7	102	0	18	8	0	326	0
	HV	0	0	1	1	0	3	2	2	0	1	0	4	0	0	1	0	15	0
	HV%	-	-	5%	20%	-	3%	8%	13%	0%	8%	0%	4%	-	0%	13%	-	5%	0

Note: For all three-hour count summary, see next page.

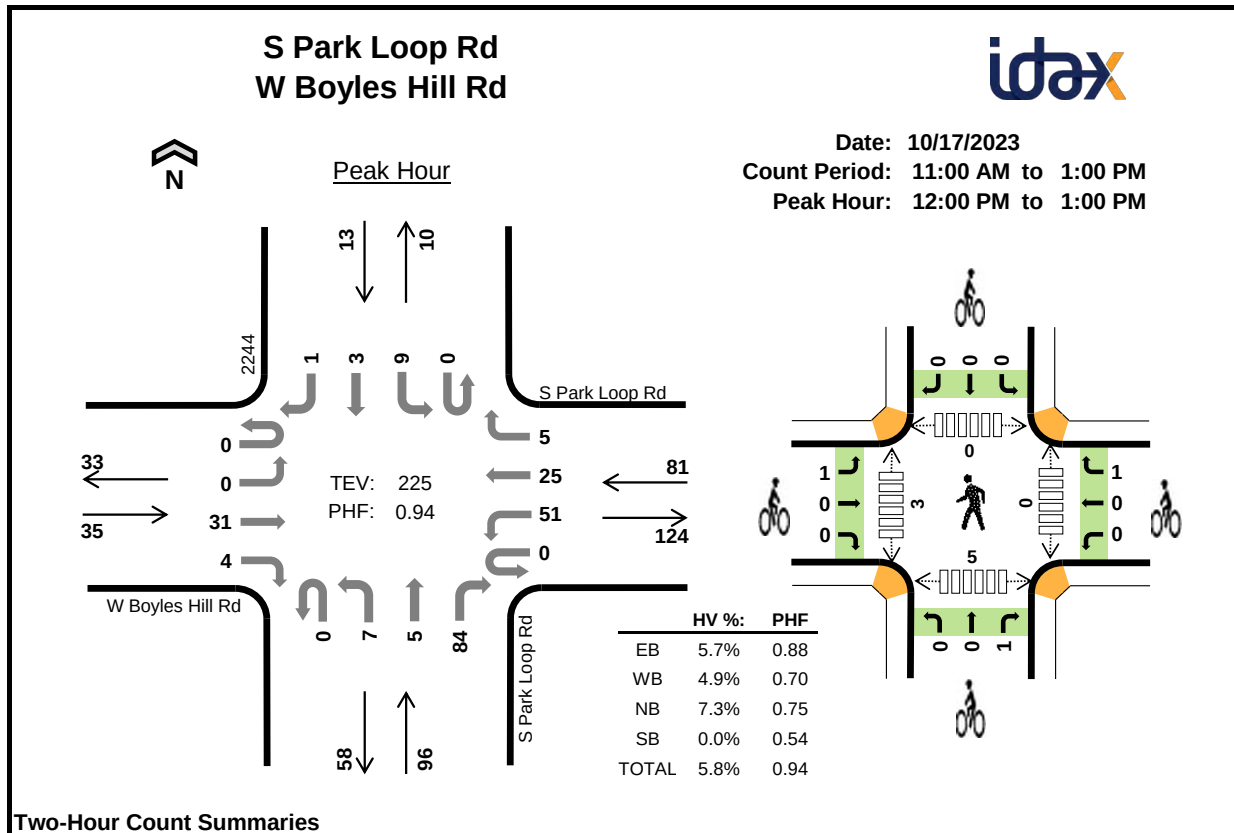
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
8:00 AM	0	2	1	0	3	0	0	0	0	0	0	0	0	3	3
8:15 AM	0	0	2	1	3	1	0	0	0	1	0	0	0	1	1
8:30 AM	1	1	0	0	2	1	0	0	0	1	0	0	0	4	4
8:45 AM	1	4	2	0	7	0	0	0	0	0	0	0	0	0	0
Peak Hour	2	7	5	1	15	2	0	0	0	2	0	0	0	8	8

Three-Hour Count Summaries																			
Interval Start		W Boyles Hill Rd				S Park Loop Rd				S Park Loop Rd				2244				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	0	0	25	2	0	0	0	1	3	0	0	0	0	31	0
7:15 AM		0	0	0	0	0	35	4	0	0	1	0	6	0	0	0	0	46	0
7:30 AM		0	0	0	0	0	18	3	0	0	1	0	7	0	0	4	0	33	0
7:45 AM		0	0	1	1	0	45	3	0	0	6	0	13	0	4	4	0	77	187
8:00 AM		0	0	2	0	0	49	7	2	0	4	2	40	0	5	4	0	115	271
8:15 AM		0	0	3	1	0	20	5	4	0	4	3	17	0	3	2	0	62	287
8:30 AM		0	0	10	1	0	23	5	2	0	0	1	21	0	4	0	0	67	321
8:45 AM		0	0	7	3	0	18	9	7	1	4	1	24	0	6	2	0	82	326
9:00 AM		0	0	4	2	0	14	4	3	0	1	1	14	0	5	1	0	49	260
9:15 AM		0	0	5	2	0	9	5	2	0	2	0	22	0	4	1	0	52	250
9:30 AM		0	0	4	1	0	18	6	1	0	5	1	18	0	2	0	0	56	239
9:45 AM		0	0	6	1	0	13	2	5	0	1	1	22	0	4	0	0	55	212
Count Total		0	0	42	12	0	287	55	26	1	29	11	207	0	37	18	0	725	0
Peak Hour	All	0	0	22	5	0	110	26	15	1	12	7	102	0	18	8	0	326	0
	HV	0	0	1	1	0	3	2	2	0	1	0	4	0	0	1	0	15	0
	HV%	-	-	5%	20%	-	3%	8%	13%	0%	8%	0%	4%	-	0%	13%	-	5%	0
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
7:00 AM		0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM		0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM		0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM		0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM		0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	3	3	
8:15 AM		0	0	2	1	3	1	0	0	0	0	1	0	0	0	0	1	1	
8:30 AM		1	1	0	0	2	1	0	0	0	0	1	0	0	0	0	4	4	
8:45 AM		1	4	2	0	7	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM		0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	1	1	
9:15 AM		0	1	4	0	5	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM		1	2	3	0	6	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM		0	3	2	0	5	0	0	0	0	0	0	0	0	0	0	1	1	
Count Total		3	21	15	2	41	2	0	0	0	0	2	0	0	0	0	10	10	
Peak Hour		2	7	5	1	15	2	0	0	0	0	2	0	0	0	0	8	8	

Three-Hour Count Summaries - Heavy Vehicles																		
Interval Start	W Boyles Hill Rd				S Park Loop Rd				S Park Loop Rd				2244				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:45 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4	7
8:00 AM	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	3	9
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	3	11
8:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	12
8:45 AM	0	0	0	1	0	1	1	2	0	0	0	2	0	0	0	0	7	15
9:00 AM	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	3	15
9:15 AM	0	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	5	17
9:30 AM	0	0	1	0	0	2	0	0	0	1	0	2	0	0	0	0	6	21
9:45 AM	0	0	0	0	0	2	0	1	0	0	0	2	0	0	0	0	5	19
Count Total	0	0	2	1	0	16	2	3	0	2	0	13	0	0	2	0	41	0
Peak Hour	0	0	1	1	0	3	2	2	0	1	0	4	0	0	1	0	15	0

Three-Hour Count Summaries - Bikes																		
Interval Start	W Boyles Hill Rd			S Park Loop Rd			S Park Loop Rd			2244			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	1				
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	2				
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Count Total	1	1	0	0	0	0	0	0	0	0	0	0	2	0				
Peak Hour	1	1	0	0	0	0	0	0	0	0	0	0	2	0				

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

**Two-Hour Count Summaries**

Interval Start		W Boyles Hill Rd				S Park Loop Rd				S Park Loop Rd				2244				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM		0	0	8	1	0	12	3	1	0	1	4	17	0	2	0	0	49	0
11:15 AM		0	0	4	0	0	15	5	5	0	0	0	11	0	3	0	0	43	0
11:30 AM		0	0	9	0	0	15	4	2	0	0	1	15	0	1	1	0	48	0
11:45 AM		0	0	4	0	0	14	4	3	0	0	0	18	0	6	1	0	50	190
12:00 PM		0	0	6	2	0	8	5	1	0	2	3	26	0	4	1	1	59	200
12:15 PM		0	0	7	1	0	9	4	0	0	2	0	30	0	2	1	0	56	213
12:30 PM		0	0	8	1	0	15	6	4	0	1	2	13	0	0	0	0	50	215
12:45 PM		0	0	10	0	0	19	10	0	0	2	0	15	0	3	1	0	60	225
Count Total		0	0	56	5	0	107	41	16	0	8	10	145	0	21	5	1	415	0
Peak Hour	All	0	0	31	4	0	51	25	5	0	7	5	84	0	9	3	1	225	0
	HV	0	0	2	0	0	3	1	0	0	0	0	7	0	0	0	0	13	0
	HV%	-	-	6%	0%	-	6%	4%	0%	-	0%	0%	8%	-	0%	0%	0%	6%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	2	2	1	0	5	0	0	0	0	0	0	0	0	3	3
11:15 AM	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1
11:30 AM	0	1	1	0	2	1	0	0	0	1	0	1	0	1	2
11:45 AM	0	1	1	0	2	2	0	0	0	2	0	0	0	0	0
12:00 PM	0	0	2	0	2	0	0	0	0	0	0	3	0	1	4
12:15 PM	1	0	2	0	3	1	0	0	0	1	0	0	0	2	2
12:30 PM	1	2	2	0	5	0	0	1	0	1	0	0	0	0	0
12:45 PM	0	2	1	0	3	0	1	0	0	1	0	0	0	2	2
Count Total	4	11	11	0	26	4	1	1	0	6	0	5	0	9	14
Peak Hour	2	4	7	0	13	1	1	1	0	3	0	3	0	5	8

Two-Hour Count Summaries - Heavy Vehicles																			
Interval Start	W Boyles Hill Rd				S Park Loop Rd				S Park Loop Rd				2244				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
11:00 AM	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	0	5	0
11:15 AM	0	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	4	0
11:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	2	0
11:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	2	13
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	10
12:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	9
12:30 PM	0	0	1	0	0	1	1	0	0	0	0	0	2	0	0	0	0	5	12
12:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	3	13
Count Total	0	0	4	0	0	9	2	0	0	0	0	0	11	0	0	0	0	26	0
Peak Hour	0	0	2	0	0	3	1	0	0	0	0	0	7	0	0	0	0	13	0

Two-Hour Count Summaries - Bikes																		
Interval Start	W Boyles Hill Rd			S Park Loop Rd			S Park Loop Rd			2244			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0			
11:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	2	3	0			
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0			
12:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	4	0			
12:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	4	0			
12:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	3	0			
Count Total	2	1	1	0	0	1	0	0	1	0	0	0	6	0	0			
Peak Hour	1	0	0	0	0	1	0	0	1	0	0	0	3	0	0			

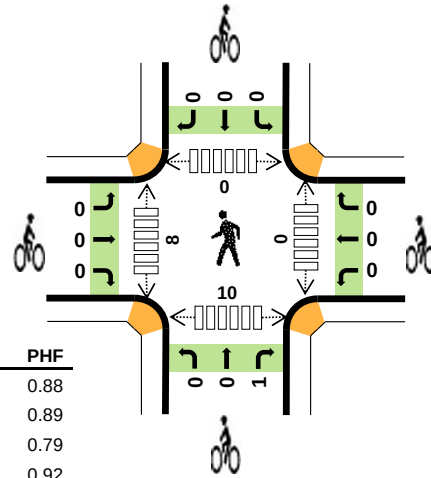
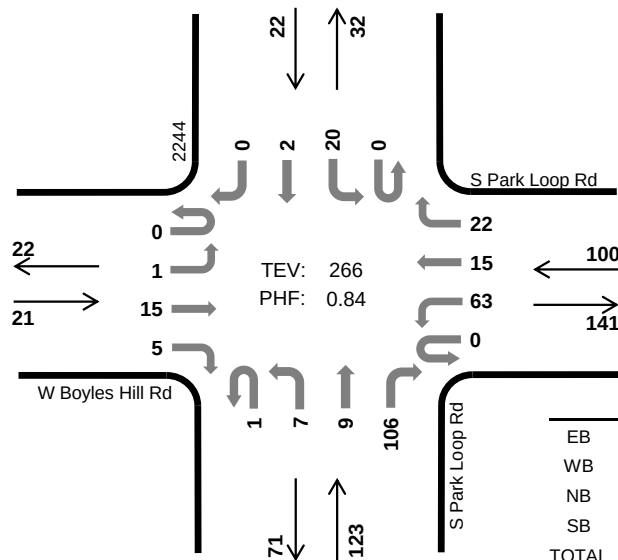
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

S Park Loop Rd W Boyles Hill Rd



Peak Hour

Date: 10/17/2023
Count Period: 2:00 PM to 6:00 PM
Peak Hour: 3:15 PM to 4:15 PM



	HV %:	PHF
EB	4.8%	0.88
WB	1.0%	0.89
NB	6.5%	0.79
SB	4.5%	0.92
TOTAL	4.1%	0.84

Four-Hour Count Summaries

Interval Start		W Boyles Hill Rd				S Park Loop Rd				S Park Loop Rd				2244				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:15 PM		0	0	3	3	0	19	3	6	0	2	0	19	0	5	0	0	60	0
3:30 PM		0	0	6	0	0	19	2	7	1	2	1	35	0	5	1	0	79	0
3:45 PM		0	0	2	1	0	14	4	5	0	2	2	28	0	5	0	0	63	0
4:00 PM		0	1	4	1	0	11	6	4	0	1	6	24	0	5	1	0	64	266
Peak Hour	All	0	1	15	5	0	63	15	22	1	7	9	106	0	20	2	0	266	0
	HV	0	0	1	0	0	1	0	0	0	1	1	6	0	1	0	0	11	0
	HV%	-	0%	7%	0%	-	2%	0%	0%	0%	14%	11%	6%	-	5%	0%	-	4%	0

Note: For all three-hour count summary, see next page.

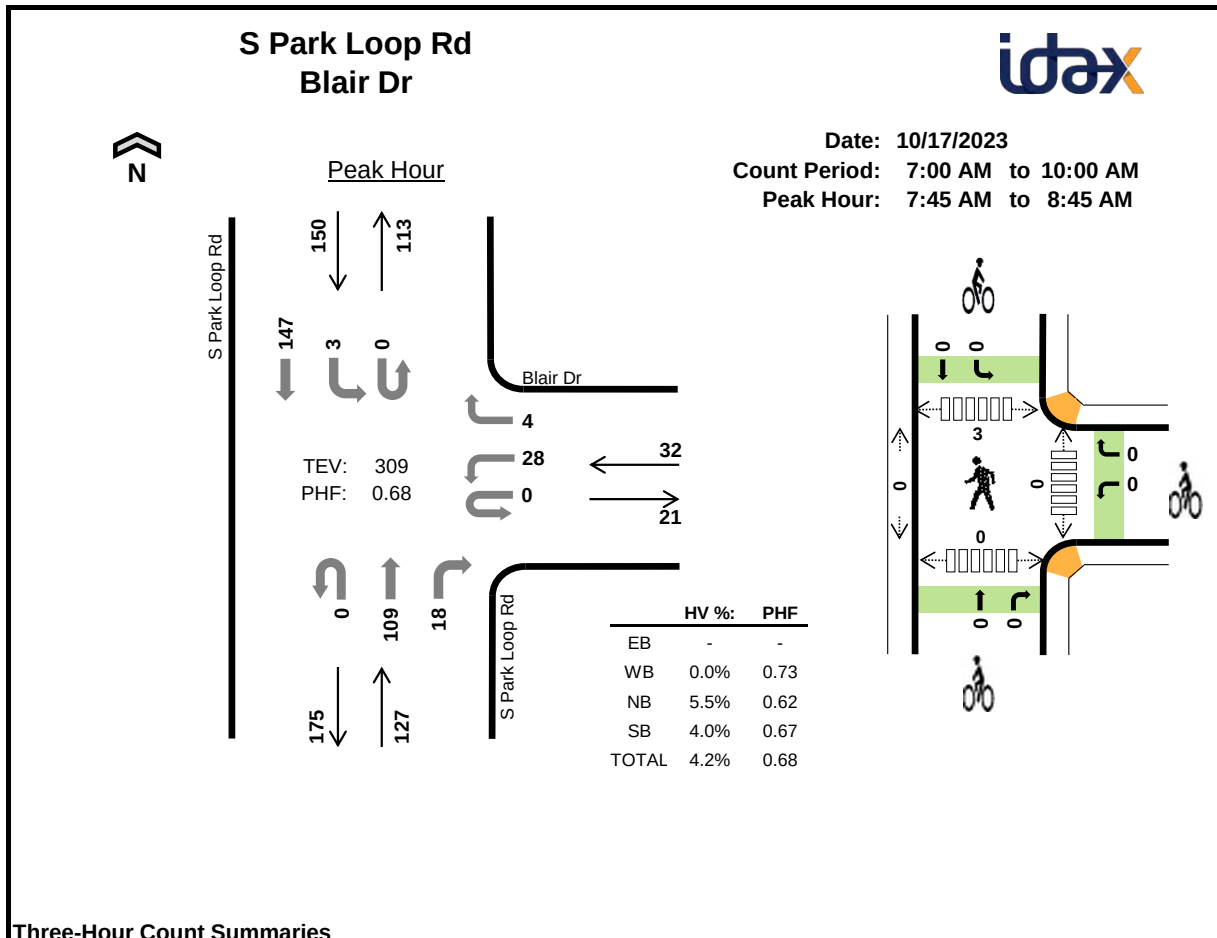
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:15 PM	1	0	2	0	3	0	0	1	0	1	0	4	0	3	7
3:30 PM	0	1	2	0	3	0	0	0	0	0	0	0	0	2	2
3:45 PM	0	0	1	1	2	0	0	0	0	0	0	4	0	4	8
4:00 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	1	1
Peak Hour	1	1	8	1	11	0	0	1	0	1	0	8	0	10	18

Four-Hour Count Summaries																			
Interval Start		W Boyles Hill Rd				S Park Loop Rd				S Park Loop Rd				2244				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM		0	0	5	0	0	13	2	2	0	2	2	15	0	3	4	0	48	0
2:15 PM		0	1	1	0	0	15	3	2	0	1	2	14	0	3	1	0	43	0
2:30 PM		0	0	5	3	0	10	2	4	0	1	2	12	0	2	3	0	44	0
2:45 PM		0	1	4	1	0	16	8	1	0	1	0	15	0	5	0	0	52	187
3:00 PM		0	0	4	1	0	20	2	3	0	1	1	16	0	4	1	0	53	192
3:15 PM		0	0	3	3	0	19	3	6	0	2	0	19	0	5	0	0	60	209
3:30 PM		0	0	6	0	0	19	2	7	1	2	1	35	0	5	1	0	79	244
3:45 PM		0	0	2	1	0	14	4	5	0	2	2	28	0	5	0	0	63	255
4:00 PM		0	1	4	1	0	11	6	4	0	1	6	24	0	5	1	0	64	266
4:15 PM		0	0	12	1	0	11	2	6	0	0	0	20	0	4	0	0	56	262
4:30 PM		0	0	4	3	0	16	3	3	0	0	1	21	0	2	3	0	56	239
4:45 PM		0	0	1	2	0	9	2	3	0	1	3	35	0	5	1	0	62	238
5:00 PM		0	0	8	1	0	16	6	7	0	2	1	29	0	1	0	0	71	245
5:15 PM		0	0	6	1	0	12	4	7	0	1	2	22	0	2	2	0	59	248
5:30 PM		0	0	3	2	0	14	5	3	0	0	2	30	0	2	2	0	63	255
5:45 PM		0	0	6	2	0	18	1	2	0	2	2	31	0	2	2	0	68	261
Count Total		0	3	74	22	0	233	55	65	1	19	27	366	0	55	21	0	941	0
Peak Hour	All	0	1	15	5	0	63	15	22	1	7	9	106	0	20	2	0	266	0
	HV	0	0	1	0	0	1	0	0	0	1	1	6	0	1	0	0	11	0
	HV%	-	0%	7%	0%	-	2%	0%	0%	0%	14%	11%	6%	-	5%	0%	-	4%	0
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)								
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total				
2:00 PM		1	1	1	0	3	0	0	0	0	0	0	0	0	0	0			
2:15 PM		0	1	3	0	4	0	0	0	0	0	1	0	1	2				
2:30 PM		2	0	1	0	3	0	0	0	0	0	1	0	0	1				
2:45 PM		0	1	0	0	1	0	0	0	0	0	0	0	1	1				
3:00 PM		0	0	1	0	1	0	0	0	0	0	1	0	2	3				
3:15 PM		1	0	2	0	3	0	0	1	0	1	0	4	0	3	7			
3:30 PM		0	1	2	0	3	0	0	0	0	0	0	0	2	2				
3:45 PM		0	0	1	1	2	0	0	0	0	0	4	0	4	8				
4:00 PM		0	0	3	0	3	0	0	0	0	0	0	0	1	1				
4:15 PM		1	0	1	0	2	1	0	0	0	1	3	0	1	4				
4:30 PM		0	1	1	1	3	0	0	0	0	0	0	0	4	4				
4:45 PM		0	0	1	0	1	0	0	0	0	0	0	0	2	2				
5:00 PM		0	1	3	0	4	0	0	0	0	0	1	0	22	23				
5:15 PM		0	0	0	0	0	1	0	0	0	1	0	2	0	3	5			
5:30 PM		1	0	1	0	2	2	0	0	0	2	0	2	0	2	4			
5:45 PM		0	1	2	0	3	2	0	0	0	2	0	0	0	5	5			
Count Total		6	7	23	2	38	6	0	1	0	7	0	19	0	53	72			
Peak Hour		1	1	8	1	11	0	0	1	0	1	0	8	0	10	18			

Four-Hour Count Summaries - Heavy Vehicles																			
Interval Start	W Boyles Hill Rd				S Park Loop Rd				S Park Loop Rd				2244				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
2:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	3	0
2:15 PM	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	0	0	4	0
2:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0
2:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	11
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	9
3:15 PM	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	3	8
3:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	3	8
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	9
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3	11
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	10
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	3	10
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	9
5:00 PM	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	0	0	4	10
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2	7
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	3	9
Count Total	0	0	4	2	0	7	0	0	0	0	3	1	19	0	1	1	0	38	0
Peak Hour	0	0	1	0	0	1	0	0	0	0	1	1	6	0	1	0	0	11	0

Four-Hour Count Summaries - Bikes																		
Interval Start	W Boyles Hill Rd			S Park Loop Rd			S Park Loop Rd			2244			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1			
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
5:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1			
5:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2	3			
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	5			
Count Total	1	3	2	0	0	0	0	0	1	0	0	0	0	7	0			
Peak Hour	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0			

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

**Three-Hour Count Summaries**

Interval Start		n/a				Blair Dr				S Park Loop Rd				S Park Loop Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:45 AM		0	0	0	0	0	5	0	3	0	0	16	4	0	1	47	0	76	0
8:00 AM		0	0	0	0	0	7	0	0	0	0	47	4	0	0	56	0	114	0
8:15 AM		0	0	0	0	0	6	0	0	0	0	23	3	0	1	22	0	55	0
8:30 AM		0	0	0	0	0	10	0	1	0	0	23	7	0	1	22	0	64	309
Peak Hour	All	0	0	0	0	0	28	0	4	0	0	109	18	0	3	147	0	309	0
	HV	0	0	0	0	0	0	0	0	0	0	5	2	0	1	5	0	13	0
	HV%	-	-	-	-	-	0%	-	0%	-	-	5%	11%	-	33%	3%	-	4%	0

Note: For all three-hour count summary, see next page.

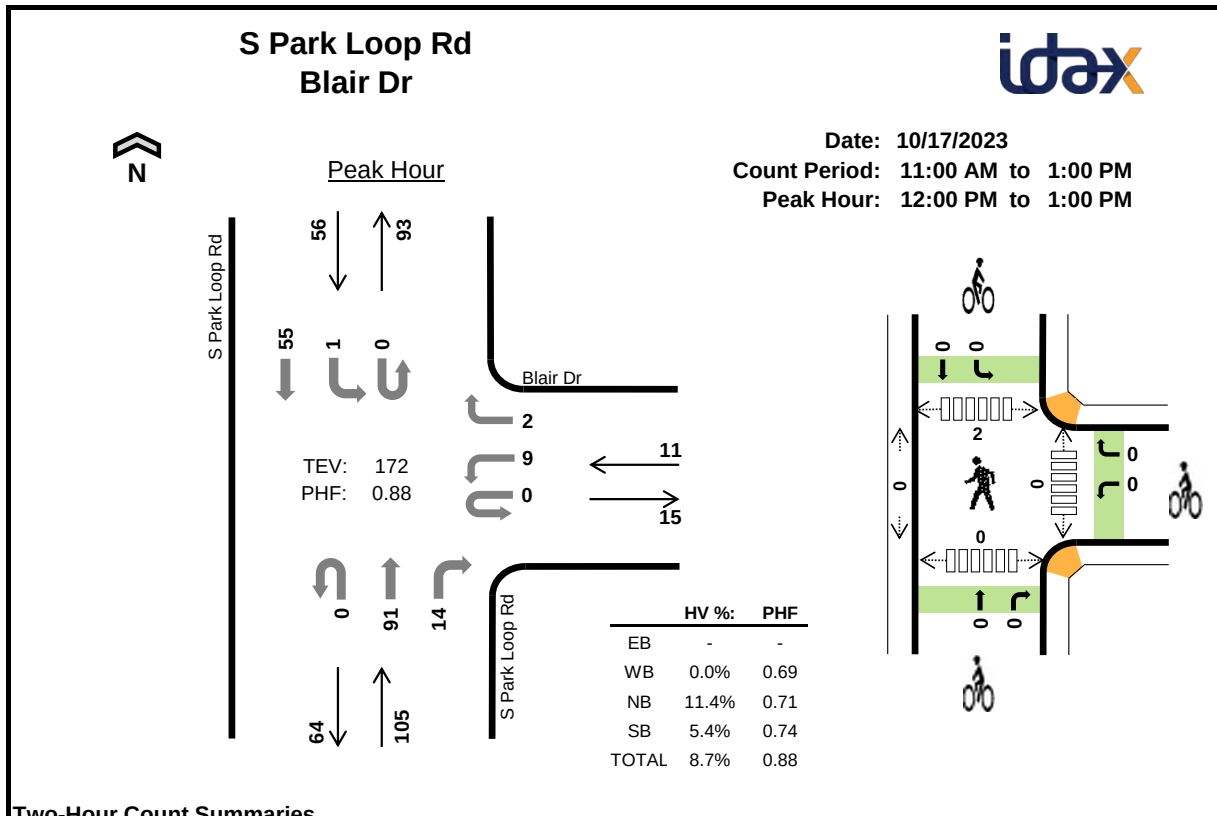
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:45 AM	0	0	1	2	3	1	0	0	0	1	0	0	2	0	2
8:00 AM	0	0	3	0	3	0	0	0	0	0	0	0	1	0	1
8:15 AM	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	3	4	1	0	0	0	1	0	0	0	0	0
Peak Hour	0	0	7	6	13	0	0	0	0	0	0	0	3	0	3

Three-Hour Count Summaries																				
Interval Start		n/a				Blair Dr				S Park Loop Rd				S Park Loop Rd				15-min Total	Rolling One Hour	
		Eastbound				Westbound				Northbound				Southbound						
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM		0	0	0	0	0	0	2	0	0	0	0	3	1	0	0	25	0	31	0
7:15 AM		0	0	0	0	0	0	1	0	0	0	0	7	1	0	2	35	0	46	0
7:30 AM		0	0	0	0	0	0	4	0	0	0	0	7	1	0	0	17	0	29	0
7:45 AM		0	0	0	0	0	0	5	0	3	0	0	16	4	0	1	47	0	76	182
8:00 AM		0	0	0	0	0	0	7	0	0	0	0	47	4	0	0	56	0	114	265
8:15 AM		0	0	0	0	0	0	6	0	0	0	0	23	3	0	1	22	0	55	274
8:30 AM		0	0	0	0	0	0	10	0	1	0	0	23	7	0	1	22	0	64	309
8:45 AM		0	0	0	0	0	0	10	0	2	0	0	29	11	0	0	23	0	75	308
9:00 AM		0	0	0	0	0	0	4	0	0	0	0	14	2	0	1	16	0	37	231
9:15 AM		0	0	0	0	0	0	0	0	0	0	0	22	1	0	0	13	0	36	212
9:30 AM		0	0	0	0	0	0	0	0	1	0	0	22	2	0	0	16	0	41	189
9:45 AM		0	0	0	0	0	0	4	0	2	0	0	22	2	0	0	14	0	44	158
Count Total		0	0	0	0	0	0	53	0	9	0	0	235	39	0	6	306	0	648	0
Peak Hour	All	0	0	0	0	0	0	28	0	4	0	0	109	18	0	3	147	0	309	0
	HV	0	0	0	0	0	0	0	0	0	0	0	5	2	0	1	5	0	13	0
	HV%	-	-	-	-	-	-	0%	-	0%	-	-	5%	11%	-	-	33%	3%	-	4%
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																				
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)								
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total				
7:00 AM		0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM		0	0	1	1	2	0	0	0	0	0	0	0	1	0	0	1	0		
7:30 AM		0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM		0	0	1	2	3	1	0	0	0	0	1	0	0	2	0	0	2		
8:00 AM		0	0	3	0	3	0	0	0	0	0	0	0	1	0	0	1	0		
8:15 AM		0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM		0	0	1	3	4	1	0	0	0	0	1	0	0	0	0	0	0		
8:45 AM		0	1	2	1	4	1	0	0	0	0	1	0	0	0	0	0	0		
9:00 AM		0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 AM		0	0	4	1	5	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 AM		0	1	3	3	7	0	0	0	0	0	0	0	1	0	0	1	0		
9:45 AM		0	0	2	2	4	0	0	0	0	0	0	0	2	0	0	2	0		
Count Total		0	3	23	17	43	0	0	0	0	0	0	0	7	0	7	0	7		
Peak Hr		0	0	7	6	13	0	0	0	0	0	0	0	3	0	3	0	3		

Three-Hour Count Summaries - Heavy Vehicles																			
Interval Start	n/a				Blair Dr				S Park Loop Rd				S Park Loop Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	3	9
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	10
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	3	11
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4	13
8:45 AM	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	0	4	14
9:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	4	15
9:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5	17
9:30 AM	0	0	0	0	0	0	0	1	0	0	2	1	0	0	3	0	0	7	20
9:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	4	20
Count Total	0	0	0	0	0	2	0	1	0	0	14	9	0	1	16	0	0	43	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	5	2	0	1	5	0	0	13	0

Three-Hour Count Summaries - Bikes																			
Interval Start	n/a			Blair Dr			S Park Loop Rd			S Park Loop Rd			15-min Total	Rolling One Hour					
	Eastbound			Westbound			Northbound			Southbound									
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT							
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

**Two-Hour Count Summaries**

Interval Start		n/a				Blair Dr				S Park Loop Rd				S Park Loop Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM		0	0	0	0	0	2	0	0	0	0	21	2	0	1	11	0	37	0
11:15 AM		0	0	0	0	0	1	0	0	0	0	12	2	0	0	13	0	28	0
11:30 AM		0	0	0	0	0	0	0	0	0	0	14	1	0	0	17	0	32	0
11:45 AM		0	0	0	0	0	1	0	0	0	0	19	2	0	1	14	0	37	134
12:00 PM		0	0	0	0	0	0	0	2	0	0	31	6	0	0	10	0	49	146
12:15 PM		0	0	0	0	0	1	0	0	0	0	29	1	0	0	12	0	43	161
12:30 PM		0	0	0	0	0	4	0	0	0	0	16	3	0	0	15	0	38	167
12:45 PM		0	0	0	0	0	4	0	0	0	0	15	4	0	1	18	0	42	172
Count Total		0	0	0	0	0	13	0	2	0	0	157	21	0	3	110	0	306	0
Peak Hour	All	0	0	0	0	0	9	0	2	0	0	91	14	0	1	55	0	172	0
	HV	0	0	0	0	0	0	0	0	0	0	8	4	0	0	3	0	15	0
	HV%	-	-	-	-	-	0%	-	0%	-	-	9%	29%	-	0%	5%	-	9%	0

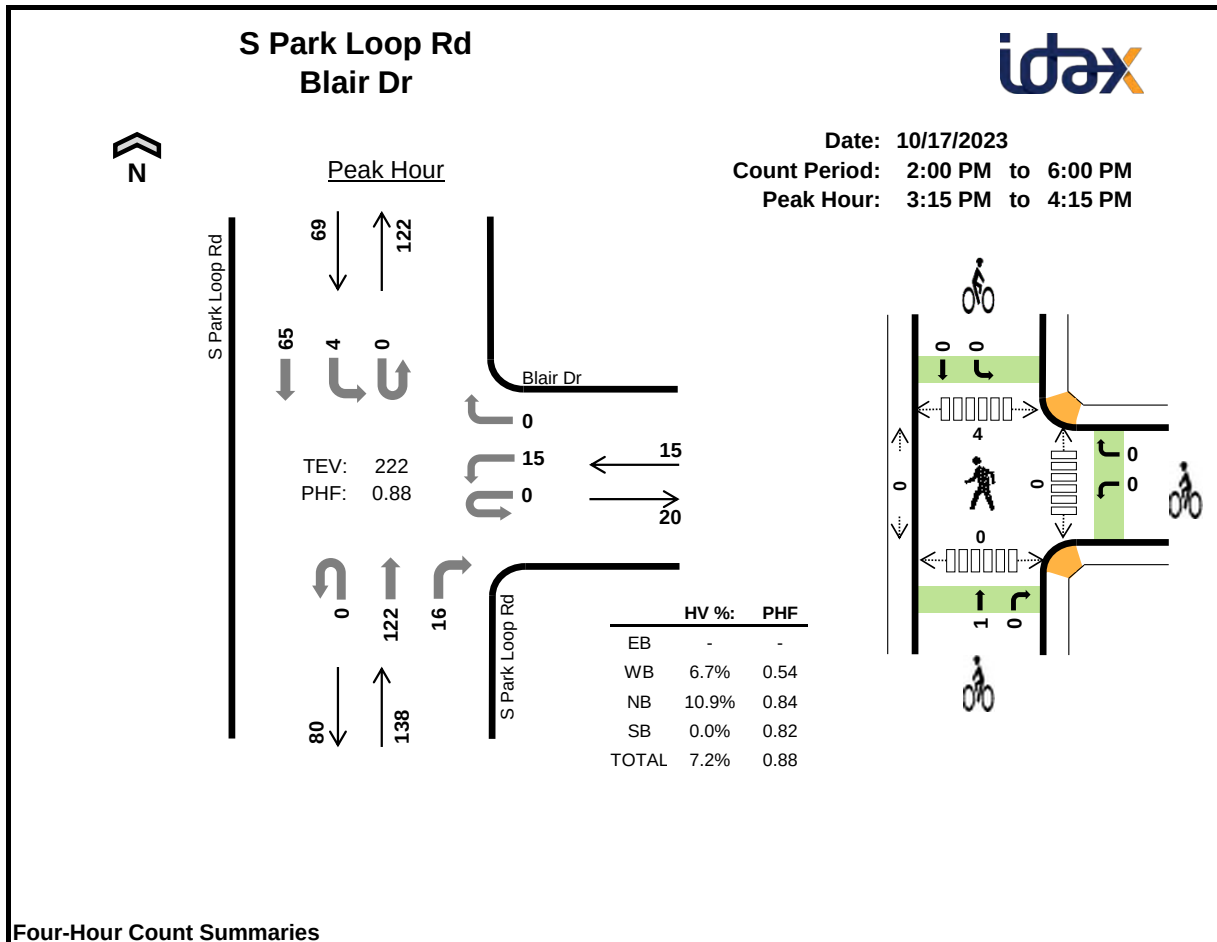
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	2	1	3	0	0	0	0	0	0	0	1	0	1
11:30 AM	0	0	2	2	4	0	0	0	0	0	0	0	2	0	2
11:45 AM	0	0	1	1	2	1	0	0	0	1	0	0	2	0	2
12:00 PM	0	0	3	0	3	0	0	0	0	0	0	0	1	0	1
12:15 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	4	0	4	0	0	0	0	0	0	0	1	0	1
12:45 PM	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	19	9	28	0	0	0	0	0	0	0	7	0	7
Peak Hr	0	0	12	3	15	0	0	0	0	0	0	0	2	0	2

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	n/a				Blair Dr				S Park Loop Rd				S Park Loop Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	4	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	3	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	4	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	13
12:00 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	12
12:15 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	12
12:30 PM	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4	12
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	3	0	5	15
Count Total	0	0	0	0	0	0	0	0	0	0	11	8	0	0	9	0	28	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	8	4	0	0	3	0	15	0

Two-Hour Count Summaries - Bikes																		
Interval Start	n/a			Blair Dr			S Park Loop Rd			S Park Loop Rd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	1				
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

**Four-Hour Count Summaries**

Interval Start		n/a				Blair Dr				S Park Loop Rd				S Park Loop Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:15 PM		0	0	0	0	0	3	0	0	0	0	24	2	0	1	20	0	50	0
3:30 PM		0	0	0	0	0	1	0	0	0	0	34	1	0	2	19	0	57	0
3:45 PM		0	0	0	0	0	7	0	0	0	0	34	7	0	0	15	0	63	0
4:00 PM		0	0	0	0	0	4	0	0	0	0	30	6	0	1	11	0	52	222
Peak Hour	All	0	0	0	0	0	15	0	0	0	0	122	16	0	4	65	0	222	0
	HV	0	0	0	0	0	1	0	0	0	0	10	5	0	0	0	0	16	0
	HV%	-	-	-	-	-	7%	-	-	-	-	8%	31%	-	0%	0%	-	7%	0

Note: For all three-hour count summary, see next page.

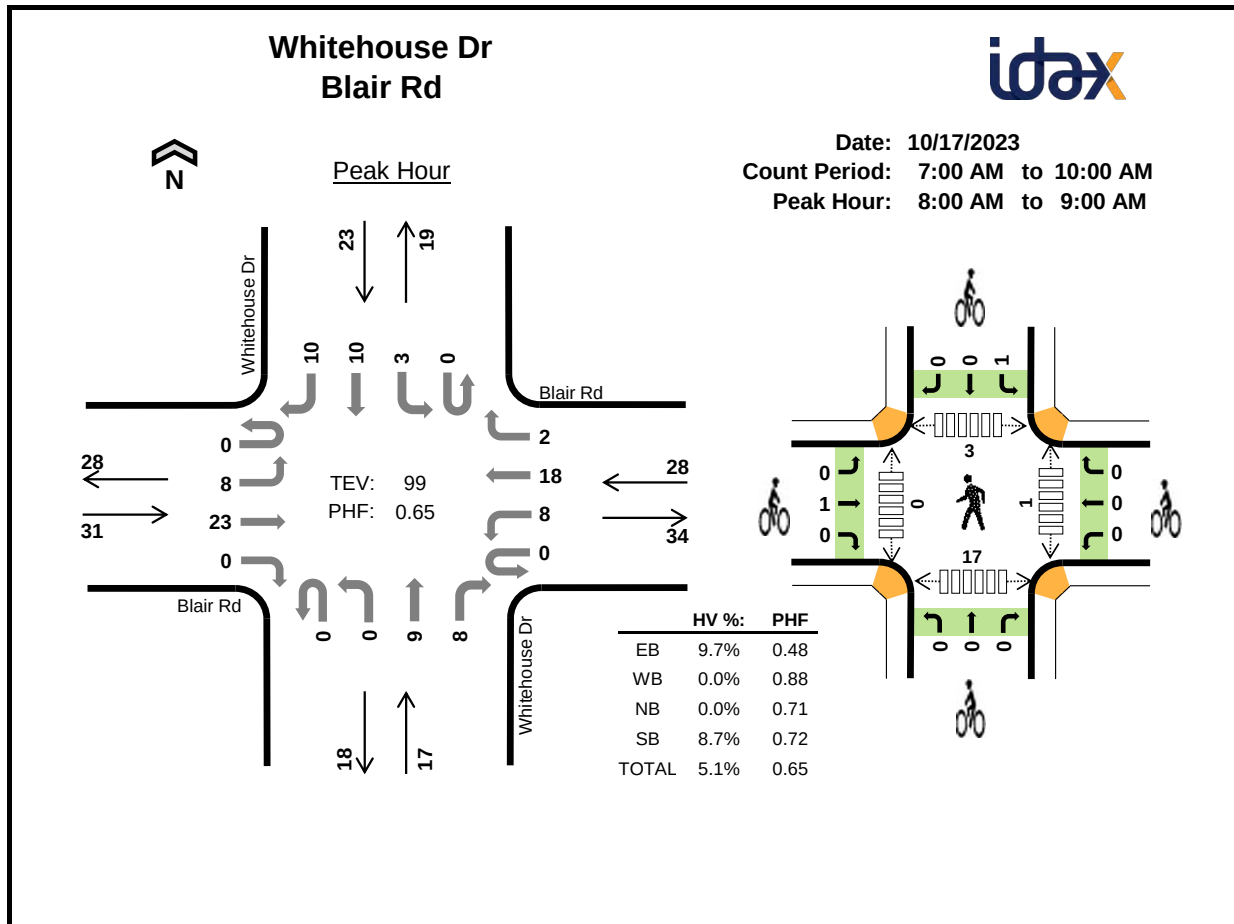
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:15 PM	0	0	4	0	4	0	0	0	0	0	0	0	1	0	1
3:30 PM	0	1	2	0	3	0	0	1	0	1	0	0	2	0	2
3:45 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	6	0	6	1	0	0	0	1	0	0	1	0	1
Peak Hour	0	1	15	0	16	0	0	1	0	1	0	0	4	0	4

Four-Hour Count Summaries																			
Interval Start		n/a				Blair Dr				S Park Loop Rd				S Park Loop Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
2:00 PM	0	0	0	0	0	1	0	0	0	0	20	2	0	0	16	0	39	0	
2:15 PM	0	0	0	0	0	1	0	2	0	0	10	3	0	2	14	0	32	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	15	3	0	1	17	0	36	0	
2:45 PM	0	0	0	0	0	2	0	2	0	0	14	2	0	1	14	0	35	142	
3:00 PM	0	0	0	0	0	0	0	0	0	0	19	2	0	1	22	0	44	147	
3:15 PM	0	0	0	0	0	3	0	0	0	0	24	2	0	1	20	0	50	165	
3:30 PM	0	0	0	0	0	1	0	0	0	0	34	1	0	2	19	0	57	186	
3:45 PM	0	0	0	0	0	7	0	0	0	0	34	7	0	0	15	0	63	214	
4:00 PM	0	0	0	0	0	4	0	0	0	0	30	6	0	1	11	0	52	222	
4:15 PM	0	0	0	0	0	3	0	0	0	0	20	2	0	0	16	0	41	213	
4:30 PM	0	0	0	0	0	1	0	2	0	0	20	2	0	1	21	0	47	203	
4:45 PM	0	0	0	0	0	0	0	1	0	0	40	4	0	2	9	0	56	196	
5:00 PM	0	0	0	0	0	0	0	0	0	0	30	7	0	1	14	0	52	196	
5:15 PM	0	0	0	0	0	0	0	0	0	0	25	2	0	1	16	0	44	199	
5:30 PM	0	0	0	0	0	2	0	2	0	0	30	2	0	0	17	0	53	205	
5:45 PM	0	0	0	0	0	2	0	0	0	0	35	8	0	1	22	0	68	217	
Count Total		0	0	0	0	0	27	0	9	0	0	400	55	0	15	263	0	769	0
Peak Hour	All	0	0	0	0	0	15	0	0	0	0	122	16	0	4	65	0	222	0
	HV	0	0	0	0	0	1	0	0	0	0	10	5	0	0	0	0	16	0
	HV%	-	-	-	-	-	7%	-	-	-	-	8%	31%	-	0%	0%	-	7%	0
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
2:00 PM	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	0		
2:15 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0		
2:30 PM	0	0	2	1	3	0	0	0	0	0	0	0	0	1	0	0	1		
2:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1		
3:00 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0		
3:15 PM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	1	0	1		
3:30 PM	0	1	2	0	3	0	0	1	0	1	0	0	0	0	2	0	2		
3:45 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0		
4:00 PM	0	0	6	0	6	1	0	0	0	1	0	0	0	0	1	0	1		
4:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	0	0	4	1	5	0	0	0	0	0	0	0	0	0	1	1	2		
4:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	2		
5:00 PM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	2	0	2		
5:15 PM	0	0	2	0	2	1	0	0	0	1	0	0	1	0	1	1	2		
5:30 PM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	3	0	3		
5:45 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	2	0	2		
Count Total		0	1	37	8	46	0	0	1	0	1	0	0	0	17	2	19		
Peak Hr		0	1	15	0	16	0	0	1	0	1	0	0	4	0	4	4		

Four-Hour Count Summaries - Heavy Vehicles																		
Interval Start	n/a				Blair Dr				S Park Loop Rd				S Park Loop Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	3	0	5	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	3	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	11
3:00 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	9
3:15 PM	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4	11
3:30 PM	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	3	11
3:45 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	13
4:00 PM	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	6	16
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	13
4:30 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	1	0	0	5	15
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	13
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	9
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	10
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	7
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	9
Count Total	0	0	0	0	0	1	0	0	0	0	23	14	0	1	7	0	46	0
Peak Hour	0	0	0	0	0	1	0	0	0	0	10	5	0	0	0	0	16	0

Four-Hour Count Summaries - Bikes																		
Interval Start	n/a			Blair Dr			S Park Loop Rd			S Park Loop Rd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	1				
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	2				
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	1				
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
Count Total	0	0	0	0	0	0	0	1	0	0	0	0	1	0				
Peak Hour	0	0	0	0	0	0	0	1	0	0	0	0	1	0				

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

**Three-Hour Count Summaries**

Interval Start		Blair Rd				Blair Rd				Whitehouse Dr				Whitehouse Dr				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	3	1	0	0	4	3	1	0	0	4	0	0	0	2	3	21	0
8:15 AM		0	2	2	0	0	0	3	1	0	0	1	0	0	1	1	2	13	0
8:30 AM		0	1	6	0	0	2	6	0	0	0	3	3	0	1	1	4	27	0
8:45 AM		0	2	14	0	0	2	6	0	0	0	1	5	0	1	6	1	38	99
Peak Hour	All	0	8	23	0	0	8	18	2	0	0	9	8	0	3	10	10	99	0
	HV	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	5	0
	HV%	-	0%	13%	-	-	0%	0%	0%	-	-	0%	0%	-	0%	0%	20%	5%	0

Note: For all three-hour count summary, see next page.

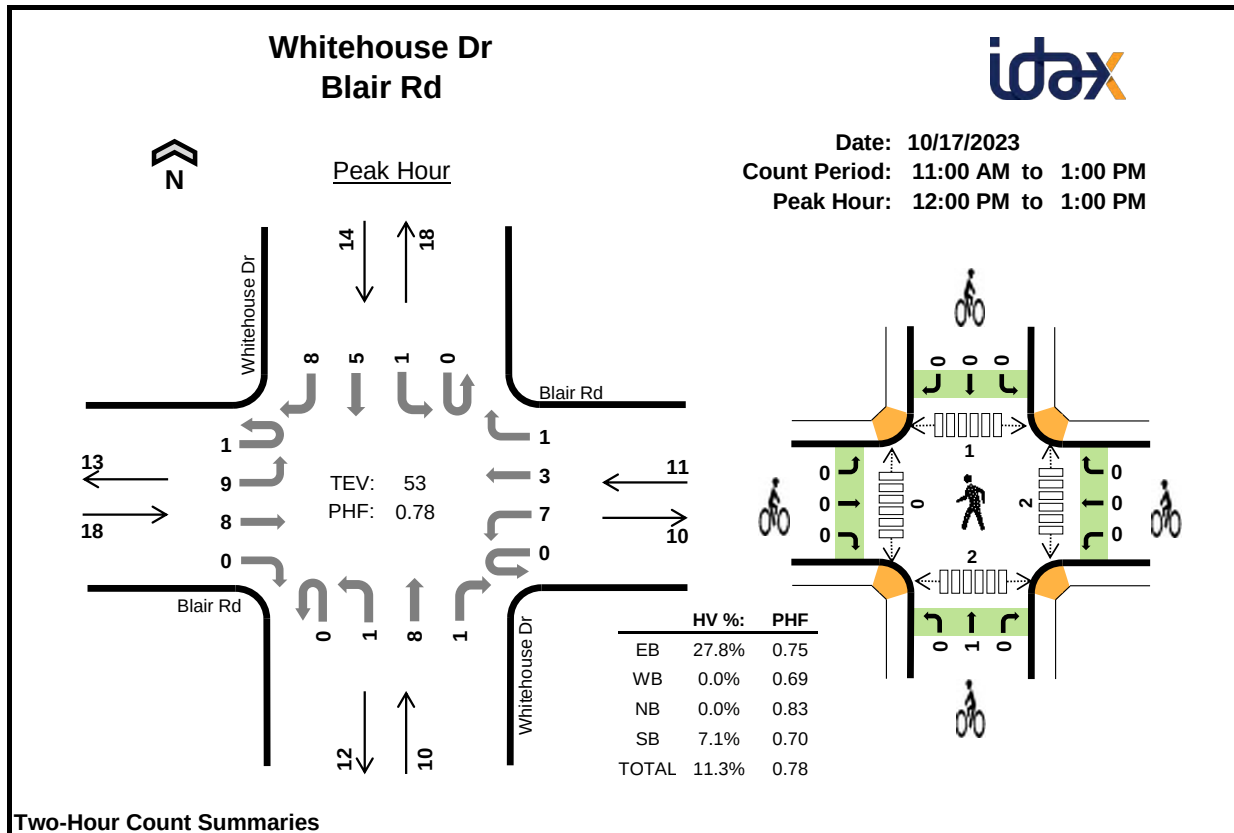
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
8:00 AM	1	0	0	0	1	0	0	0	1	1	0	0	2	2	4
8:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	2	2
8:30 AM	0	0	0	2	2	0	0	0	0	0	0	0	1	7	8
8:45 AM	1	0	0	0	1	1	0	0	0	1	1	0	0	6	7
Peak Hour	3	0	0	2	5	1	0	0	1	2	1	0	3	17	21

Three-Hour Count Summaries																			
Interval Start		Blair Rd				Blair Rd				Whitehouse Dr				Whitehouse Dr				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	2	0	0	1	0	0	0	0	3	0	0	0	1	2	9	0
7:15 AM		0	0	2	0	0	2	2	1	0	0	1	2	0	3	2	0	15	0
7:30 AM		0	0	1	0	0	1	1	0	0	1	2	3	0	2	2	2	15	0
7:45 AM		0	1	7	0	0	1	3	1	0	0	5	0	0	5	0	5	28	67
8:00 AM		0	3	1	0	0	4	3	1	0	0	4	0	0	0	2	3	21	79
8:15 AM		0	2	2	0	0	0	3	1	0	0	1	0	0	1	1	2	13	77
8:30 AM		0	1	6	0	0	2	6	0	0	0	3	3	0	1	1	4	27	89
8:45 AM		0	2	14	0	0	2	6	0	0	0	1	5	0	1	6	1	38	99
9:00 AM		0	1	2	1	0	3	2	0	0	0	5	1	0	1	0	2	18	96
9:15 AM		0	2	1	0	0	0	0	1	0	0	2	1	0	2	1	0	10	93
9:30 AM		0	1	0	0	0	1	0	1	0	0	2	2	0	3	0	1	11	77
9:45 AM		0	0	3	0	0	2	1	0	0	0	4	1	0	1	0	2	14	53
Count Total		0	13	41	1	0	19	27	6	0	1	33	18	0	20	16	24	219	0
Peak Hour	All	0	8	23	0	0	8	18	2	0	0	9	8	0	3	10	10	99	0
	HV	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	5	0
	HV%	-	0%	13%	-	-	0%	0%	0%	-	-	0%	0%	-	0%	0%	20%	5%	0
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
7:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		
7:15 AM		1	1	0	1	3	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM		0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM		2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3		
8:00 AM		1	0	0	0	1	0	0	0	1	1	0	0	2	0	2	4		
8:15 AM		1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	2		
8:30 AM		0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	7		
8:45 AM		1	0	0	0	1	1	0	0	0	1	1	0	1	0	0	6		
9:00 AM		2	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0		
9:15 AM		1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1		
9:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3		
9:45 AM		1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1		
Count Total		10	1	2	5	18	1	0	0	1	2	2	1	3	26	32			
Peak Hour		3	0	0	2	5	1	0	0	1	2	1	0	3	17	21			

Three-Hour Count Summaries - Heavy Vehicles																				
Interval Start	Blair Rd				Blair Rd				Whitehouse Dr				Whitehouse Dr				15-min Total	Rolling One Hour		
	Eastbound				Westbound				Northbound				Southbound							
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT				
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	3	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	3	0
7:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	6
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
9:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	7	7
9:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	5
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
9:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	
Count Total	0	1	9	0	0	0	0	1	0	1	1	0	0	3	0	2	18	0		
Peak Hour	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	5	0		

Three-Hour Count Summaries - Bikes																	
Interval Start	Blair Rd			Blair Rd			Whitehouse Dr			Whitehouse Dr			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0
Peak Hour	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Interval Start		Blair Rd				Blair Rd				Whitehouse Dr				Whitehouse Dr				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	11:00 AM	0	3	1	0	0	1	1	0	0	1	0	0	0	0	2	2	11	0
	11:15 AM	0	3	1	0	0	1	1	0	0	0	1	0	0	0	1	0	8	0
	11:30 AM	0	4	0	0	0	2	1	1	0	0	2	1	0	2	1	0	14	0
	11:45 AM	0	0	1	0	0	2	0	0	0	0	1	0	0	0	0	0	4	37
	12:00 PM	1	4	1	0	0	3	1	0	0	0	3	0	0	0	1	0	14	40
	12:15 PM	0	1	2	0	0	1	0	0	0	0	2	0	0	0	3	2	11	43
	12:30 PM	0	4	2	0	0	2	1	0	0	0	2	1	0	1	1	3	17	46
	12:45 PM	0	0	3	0	0	1	1	1	0	1	1	0	0	0	0	3	11	53
Count Total		1	19	11	0	0	13	6	2	0	2	12	2	0	3	9	10	90	0
Peak Hour	All	1	9	8	0	0	7	3	1	0	1	8	1	0	1	5	8	53	0
	HV	0	1	4	0	0	0	0	0	0	0	0	0	0	0	1	0	6	0
	HV%	0%	11%	50%	-	-	0%	0%	0%	-	0%	0%	0%	-	0%	20%	0%	11%	0

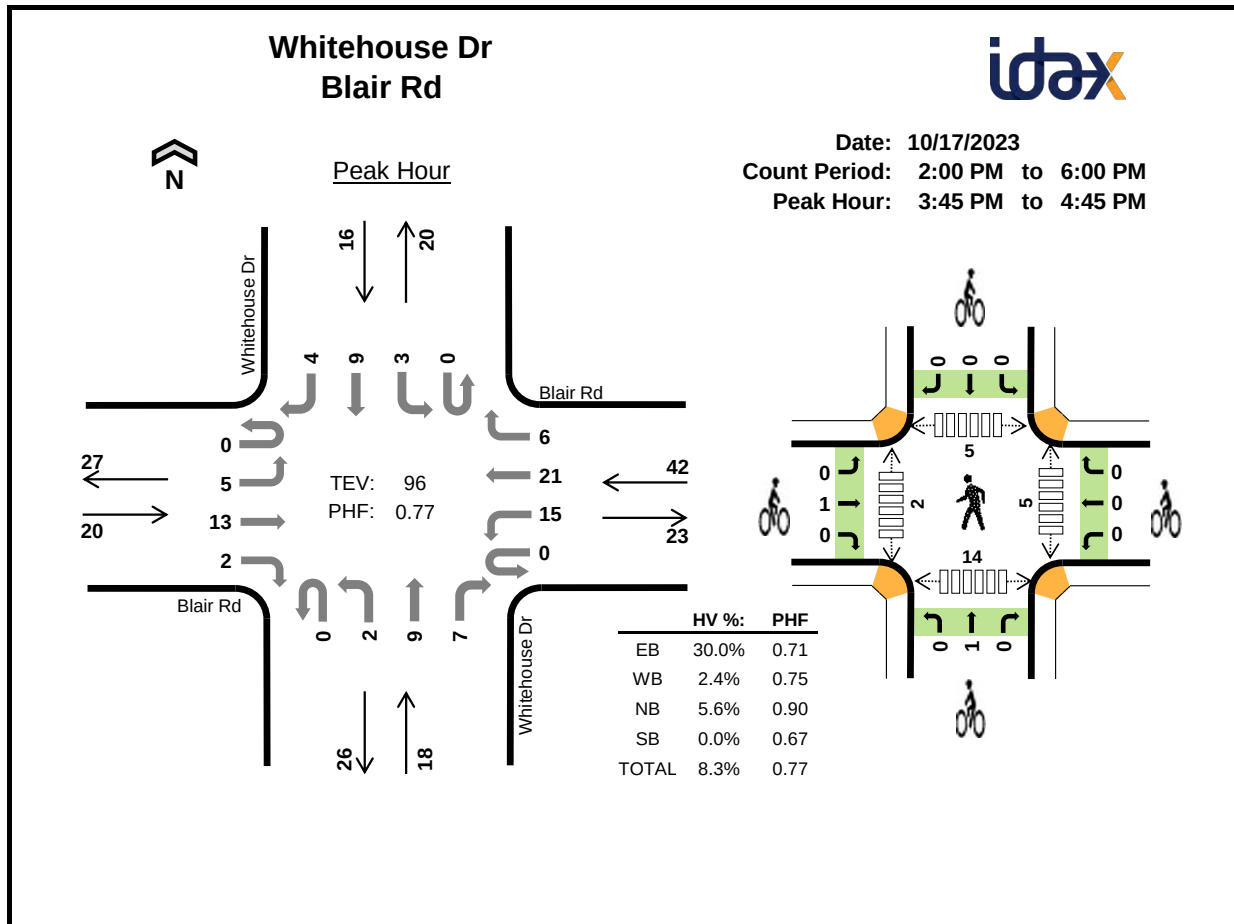
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
11:30 AM	1	0	1	1	3	0	0	0	0	0	0	0	0	3	3
11:45 AM	1	0	0	0	1	0	0	0	0	0	2	0	0	2	4
12:00 PM	1	0	0	0	1	0	0	1	0	1	2	0	1	0	3
12:15 PM	2	0	0	1	3	0	0	0	0	0	0	0	0	0	0
12:30 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	1	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Count Total	8	0	1	3	12	0	0	1	0	1	4	0	1	8	13
Peak Hour	5	0	0	1	6	0	0	1	0	1	2	0	1	2	5

Two-Hour Count Summaries - Heavy Vehicles																			
Interval Start	Blair Rd				Blair Rd				Whitehouse Dr				Whitehouse Dr				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
11:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3	0
11:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
12:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
12:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	8
12:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Count Total	0	2	6	0	0	0	0	0	0	0	0	1	0	0	1	2	0	12	0
Peak Hour	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	6	0

Two-Hour Count Summaries - Bikes																			
Interval Start	Blair Rd			Blair Rd			Whitehouse Dr			Whitehouse Dr			15-min Total	Rolling One Hour					
	Eastbound			Westbound			Northbound			Southbound									
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT							
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
Peak Hour	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

**Four-Hour Count Summaries**

Interval Start		Blair Rd				Blair Rd				Whitehouse Dr				Whitehouse Dr				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:45 PM		0	1	6	0	0	3	6	5	0	0	3	0	0	1	0	0	25	0
4:00 PM		0	2	2	2	0	7	7	0	0	0	2	3	0	1	5	0	31	0
4:15 PM		0	1	1	0	0	4	3	0	0	1	3	1	0	1	2	3	20	0
4:30 PM		0	1	4	0	0	1	5	1	0	1	1	3	0	0	2	1	20	96
Peak Hour	All	0	5	13	2	0	15	21	6	0	2	9	7	0	3	9	4	96	0
	HV	0	1	4	1	0	1	0	0	0	0	0	1	0	0	0	0	8	0
	HV%	-	20%	31%	50%	-	7%	0%	0%	-	0%	0%	14%	-	0%	0%	0%	8%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:45 PM	1	0	0	0	1	0	0	1	0	1	1	0	1	4	6
4:00 PM	3	1	0	0	4	1	0	0	0	1	1	2	3	4	10
4:15 PM	0	0	1	0	1	0	0	0	0	0	1	0	0	1	2
4:30 PM	2	0	0	0	2	0	0	0	0	0	2	0	1	5	8
Peak Hour	6	1	1	0	8	1	0	1	0	2	5	2	5	14	26

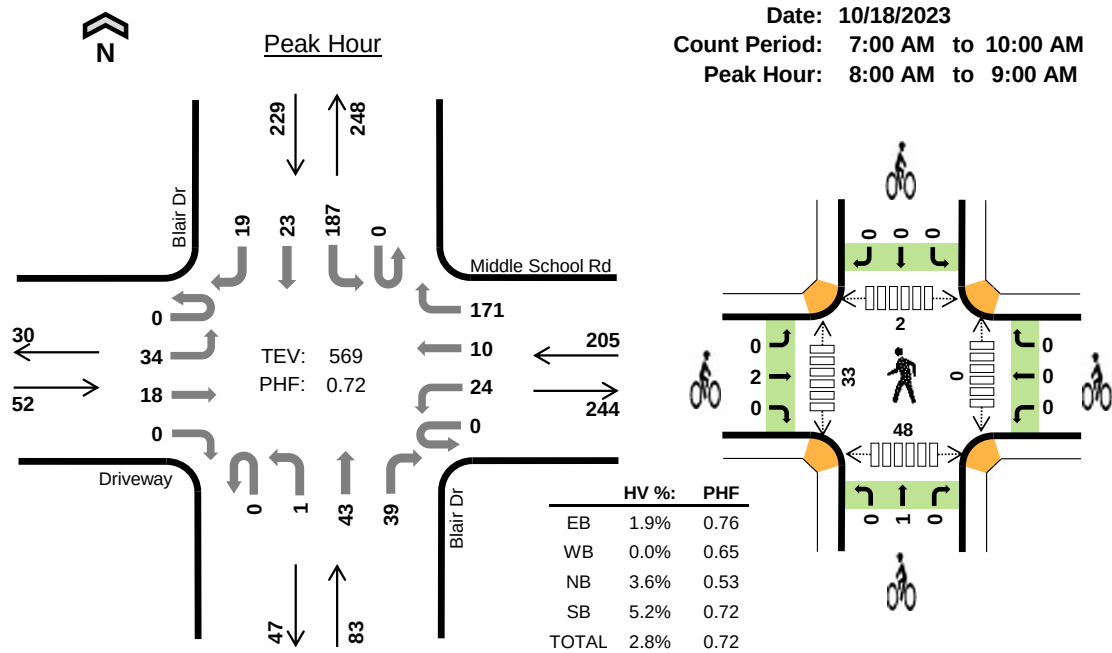
Four-Hour Count Summaries																			
Interval Start		Blair Rd				Blair Rd				Whitehouse Dr				Whitehouse Dr				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM		0	0	3	0	0	1	1	0	0	0	2	0	0	0	1	1	9	0
2:15 PM		0	0	4	0	0	1	1	1	0	0	2	0	0	1	1	2	13	0
2:30 PM		0	1	3	0	0	1	0	1	0	0	4	1	0	1	3	0	15	0
2:45 PM		0	0	3	0	0	4	3	1	0	0	0	1	0	2	0	1	15	52
3:00 PM		0	1	1	0	0	1	2	0	0	0	4	2	0	0	1	0	12	55
3:15 PM		0	2	2	0	0	0	3	0	0	0	1	1	0	0	1	2	12	54
3:30 PM		0	1	1	0	0	1	1	3	0	1	0	2	0	2	0	1	13	52
3:45 PM		0	1	6	0	0	3	6	5	0	0	3	0	0	1	0	0	25	62
4:00 PM		0	2	2	2	0	7	7	0	0	0	2	3	0	1	5	0	31	81
4:15 PM		0	1	1	0	0	4	3	0	0	1	3	1	0	1	2	3	20	89
4:30 PM		0	1	4	0	0	1	5	1	0	1	1	3	0	0	2	1	20	96
4:45 PM		0	3	7	0	0	2	0	1	0	0	1	2	0	1	1	3	21	92
5:00 PM		0	3	5	0	0	3	2	3	0	0	2	0	0	1	3	4	26	87
5:15 PM		0	0	1	0	0	5	0	2	0	0	2	2	0	0	3	1	16	83
5:30 PM		0	1	4	0	0	1	2	4	0	1	2	2	0	1	2	0	20	83
5:45 PM		0	2	7	1	0	2	2	4	0	0	1	3	0	0	2	3	27	89
Count Total		0	19	54	3	0	37	38	26	0	4	30	23	0	12	27	22	295	0
Peak Hour	All	0	5	13	2	0	15	21	6	0	2	9	7	0	3	9	4	96	0
	HV	0	1	4	1	0	1	0	0	0	0	0	1	0	0	0	0	8	0
	HV%	-	20%	31%	50%	-	7%	0%	0%	-	0%	0%	14%	-	0%	0%	0%	8%	0
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)								
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total				
2:00 PM		1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM		1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	
2:45 PM		1	0	0	1	2	0	0	0	0	0	0	0	0	1	1	1	1	
3:00 PM		1	0	0	0	1	0	0	1	0	1	0	1	0	0	0	2	2	
3:15 PM		1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	
3:30 PM		0	1	1	1	3	0	0	1	0	1	0	1	0	0	1	4	5	
3:45 PM		1	0	0	0	1	0	0	1	0	1	0	1	1	0	1	4	6	
4:00 PM		3	1	0	0	4	1	0	0	0	1	0	1	1	2	3	4	10	
4:15 PM		0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	1	2	
4:30 PM		2	0	0	0	2	0	0	0	0	0	0	0	2	0	1	5	8	
4:45 PM		2	0	0	0	2	0	1	1	0	2	1	0	1	0	0	4	5	
5:00 PM		0	1	0	0	1	0	0	0	1	1	0	1	1	0	1	6	8	
5:15 PM		0	0	1	0	1	1	0	0	1	2	0	0	0	0	3	3	3	
5:30 PM		1	0	0	0	1	0	1	0	0	1	0	0	2	0	0	2	4	
5:45 PM		1	0	0	0	1	0	1	0	0	1	1	0	8	6	15	15	15	
Count Total		15	3	3	2	23	2	3	4	2	11	10	2	15	44	71	71	71	
Peak Hour		6	1	1	0	8	1	0	1	0	2	5	2	5	14	26	26	26	

Four-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Blair Rd				Blair Rd				Whitehouse Dr				Whitehouse Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
2:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2	4
3:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
3:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
3:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	3	7
3:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
4:00 PM	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4	9
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	9
4:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8
4:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	6
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	6
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
Count Total	0	1	13	1	0	2	0	1	0	1	0	2	0	2	0	0	23	0
Peak Hour	0	1	4	1	0	1	0	0	0	0	0	1	0	0	0	0	8	0

Four-Hour Count Summaries - Bikes																		
Interval Start	Blair Rd			Blair Rd			Whitehouse Dr			Whitehouse Dr			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	1				
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
3:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	2				
3:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	3				
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	3				
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
4:45 PM	0	0	0	0	1	0	1	0	0	0	0	0	2	3				
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	3				
5:15 PM	0	1	0	0	0	0	0	0	0	0	1	0	2	5				
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	6				
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	5				
Count Total	0	2	0	0	3	0	1	2	1	0	2	0	11	0				
Peak Hour	0	1	0	0	0	0	0	1	0	0	0	0	2	0				

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Blair Dr Middle School Rd



Three-Hour Count Summaries

Interval Start		Driveway				Middle School Rd				Blair Dr				Blair Dr				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	12	5	0	0	8	4	35	0	0	8	4	0	32	2	4	114	0
8:15 AM		0	7	1	0	0	3	0	10	0	1	9	5	0	27	15	1	79	0
8:30 AM		0	8	8	0	0	4	3	59	0	0	10	7	0	69	4	6	178	0
8:45 AM		0	7	4	0	0	9	3	67	0	0	16	23	0	59	2	8	198	569
Peak Hour	All	0	34	18	0	0	24	10	171	0	1	43	39	0	187	23	19	569	0
	HV	0	0	1	0	0	0	0	0	0	0	3	0	0	9	3	0	16	0
	HV%	-	0%	6%	-	-	0%	0%	0%	-	0%	7%	0%	-	5%	13%	0%	3%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
8:00 AM	0	0	1	1	2	2	0	0	0	2	0	5	0	5	10
8:15 AM	0	0	1	3	4	0	0	1	0	1	0	8	0	8	16
8:30 AM	0	0	0	8	8	0	0	0	0	0	0	10	1	19	30
8:45 AM	1	0	1	0	2	0	0	0	0	0	0	10	1	16	27
Peak Hour	1	0	3	12	16	2	0	1	0	3	0	33	2	48	83

Three-Hour Count Summaries																			
Interval Start		Driveway				Middle School Rd				Blair Dr				Blair Dr				15-min Total	Rolling One Hour
		UT	Eastbound			UT	Westbound			UT	Northbound			UT	Southbound				
LT	TH		RT	LT	TH		RT	LT	TH		RT	LT	TH		RT				
7:00 AM		0	13	3	0	0	1	1	0	0	0	12	2	0	3	1	1	37	0
7:15 AM		0	17	0	0	0	3	1	6	0	0	7	3	0	9	3	3	52	0
7:30 AM		0	9	3	0	0	1	1	3	0	0	18	8	0	4	3	1	51	0
7:45 AM		0	13	6	0	0	4	1	26	0	0	21	23	0	31	2	4	131	271
8:00 AM		0	12	5	0	0	8	4	35	0	0	8	4	0	32	2	4	114	348
8:15 AM		0	7	1	0	0	3	0	10	0	1	9	5	0	27	15	1	79	375
8:30 AM		0	8	8	0	0	4	3	59	0	0	10	7	0	69	4	6	178	502
8:45 AM		0	7	4	0	0	9	3	67	0	0	16	23	0	59	2	8	198	569
9:00 AM		0	7	4	0	0	3	1	12	0	0	8	3	0	16	3	4	61	516
9:15 AM		0	7	1	0	0	2	1	10	0	0	4	4	0	8	1	3	41	478
9:30 AM		0	4	0	0	0	1	2	4	0	0	6	1	0	5	4	1	28	328
9:45 AM		0	6	2	0	0	2	1	5	0	0	5	2	0	2	1	5	31	161
Count Total		0	110	37	0	0	41	19	237	0	1	124	85	0	265	41	41	1,001	0
Peak Hour	All	0	34	18	0	0	24	10	171	0	1	43	39	0	187	23	19	569	0
	HV	0	0	1	0	0	0	0	0	0	0	3	0	0	9	3	0	16	0
	HV%	-	0%	6%	-	-	0%	0%	0%	-	0%	7%	0%	-	5%	13%	0%	3%	0

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

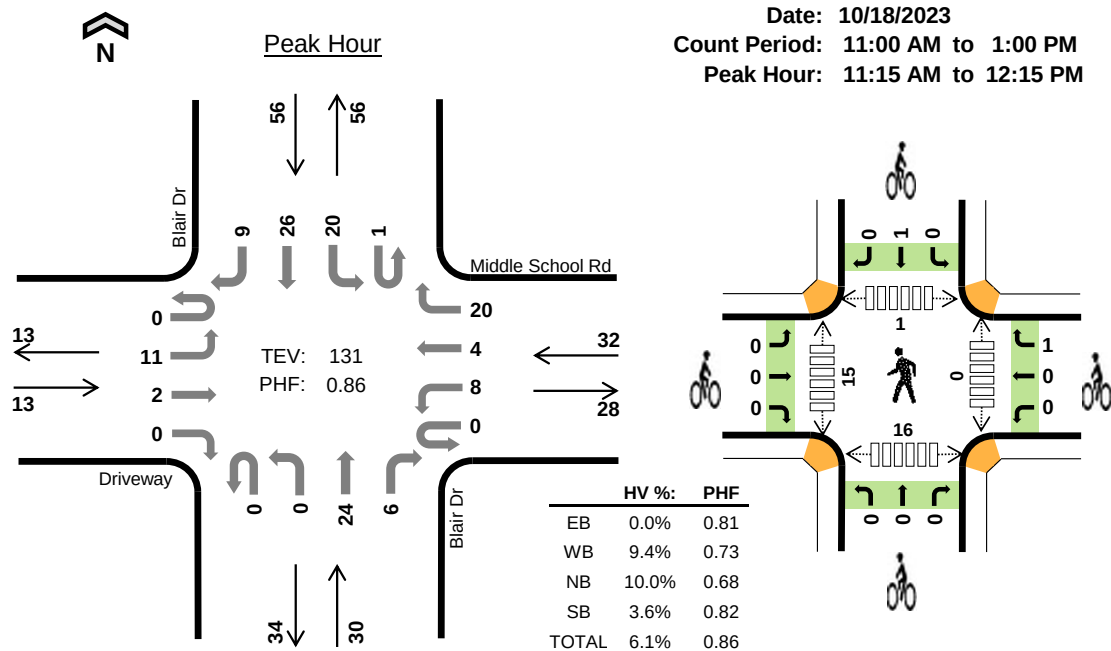
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	2	1	0	3	0	0	0	0	0	2	0	3	2	7
7:30 AM	1	0	1	0	2	0	0	0	0	0	0	0	1	1	2
7:45 AM	0	0	1	2	3	0	1	1	1	3	0	3	0	2	5
8:00 AM	0	0	1	1	2	2	0	0	0	2	0	5	0	5	10
8:15 AM	0	0	1	3	4	0	0	1	0	1	0	8	0	8	16
8:30 AM	0	0	0	8	8	0	0	0	0	0	0	10	1	19	30
8:45 AM	1	0	1	0	2	0	0	0	0	0	0	10	1	16	27
9:00 AM	1	2	1	0	4	0	0	0	0	0	0	3	0	2	5
9:15 AM	0	0	1	0	1	0	0	0	0	0	1	0	1	0	2
9:30 AM	0	0	0	1	1	0	1	0	0	1	0	0	1	0	1
9:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	2	2
Count Total	3	4	10	15	32	2	2	2	1	7	3	39	8	57	107
Peak Hour	1	0	3	12	16	2	0	1	0	3	0	33	2	48	83

Three-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Driveway				Middle School Rd				Blair Dr				Blair Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	3	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	3	9
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	10
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	11
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	17
8:45 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2	16
9:00 AM	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	0	4	18
9:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	15
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	8
9:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	7
Count Total	0	2	1	0	0	1	2	1	0	0	10	0	0	12	3	0	32	0
Peak Hour	0	0	1	0	0	0	0	0	0	0	3	0	0	9	3	0	16	0

Three-Hour Count Summaries - Bikes																	
Interval Start	Driveway			Middle School Rd			Blair Dr			Blair Dr			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	1	0	0	1	1	0	0	3	3			
8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	5			
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	6			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3			
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	1			
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
Count Total	0	2	0	0	0	1	1	0	1	1	1	0	0	7	0		
Peak Hour	0	2	0	0	0	0	0	0	1	0	0	0	0	3	0		

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Blair Dr Middle School Rd



Two-Hour Count Summaries

Interval Start		Driveway				Middle School Rd				Blair Dr				Blair Dr				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	11:00 AM	0	3	0	1	0	2	0	3	0	0	4	0	0	1	3	4	21	0
	11:15 AM	0	4	0	0	0	1	1	5	0	0	8	3	0	2	7	3	34	0
	11:30 AM	0	4	0	0	0	1	0	6	0	0	7	0	0	9	3	1	31	0
	11:45 AM	0	2	0	0	0	1	1	5	0	0	2	3	1	4	8	1	28	114
	12:00 PM	0	1	2	0	0	5	2	4	0	0	7	0	0	5	8	4	38	131
	12:15 PM	0	1	1	1	0	2	2	7	0	0	4	1	0	6	2	5	32	129
	12:30 PM	0	3	0	0	0	4	3	2	0	0	4	2	0	4	1	0	23	121
	12:45 PM	0	7	0	0	0	3	0	7	0	0	6	1	0	6	2	4	36	129
Count Total		0	25	3	2	0	19	9	39	0	0	42	10	1	37	34	22	243	0
Peak Hour	All	0	11	2	0	0	8	4	20	0	0	24	6	1	20	26	9	131	0
	HV	0	0	0	0	0	2	0	1	0	0	3	0	0	2	0	0	8	0
	HV%	-	0%	0%	-	-	25%	0%	5%	-	-	13%	0%	0%	10%	0%	0%	6%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

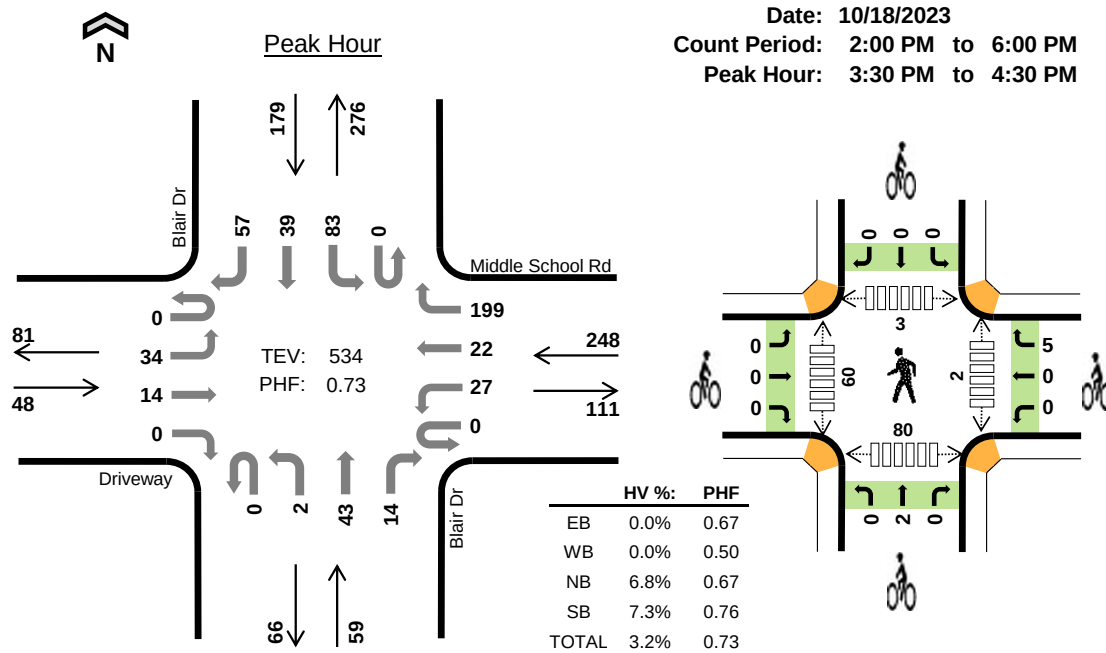
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	0	0	1	0	1	0	0	0	0	0	0	5	0	4	9
11:15 AM	0	1	1	0	2	0	0	0	1	1	0	4	0	4	8
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	7	14
11:45 AM	0	0	1	1	2	0	0	0	0	0	0	3	0	4	7
12:00 PM	0	2	1	1	4	0	1	0	0	1	0	1	1	1	3
12:15 PM	0	0	1	0	1	0	0	0	0	0	1	1	0	1	3
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
12:45 PM	0	0	1	0	1	1	0	0	0	1	1	2	1	1	5
Count Total	0	3	6	2	11	1	1	0	1	3	2	23	3	22	50
Peak Hour	0	3	3	2	8	0	1	0	1	2	0	15	1	16	32

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Driveway				Middle School Rd				Blair Dr				Blair Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
11:15 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	5
12:00 PM	0	0	0	0	0	1	0	1	0	0	1	0	0	1	0	0	4	8
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	7
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	6
Count Total	0	0	0	0	0	2	0	1	0	0	6	0	0	2	0	0	11	0
Peak Hour	0	0	0	0	0	2	0	1	0	0	3	0	0	2	0	0	8	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Driveway			Middle School Rd			Blair Dr			Blair Dr			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0			
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
12:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	2			
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
12:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	2			
Count Total	1	0	0	0	0	1	0	0	0	0	1	0	3	0			
Peak Hour	0	0	0	0	0	1	0	0	0	0	1	0	2	0			

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Blair Dr Middle School Rd



Four-Hour Count Summaries

Interval Start		Driveway				Middle School Rd				Blair Dr				Blair Dr				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:30 PM		0	8	5	0	0	2	2	12	0	0	9	5	0	27	15	17	102	0
3:45 PM		0	13	5	0	0	11	4	71	0	1	16	5	0	28	5	11	170	0
4:00 PM		0	7	3	0	0	11	12	100	0	0	11	2	0	19	11	6	182	0
4:15 PM		0	6	1	0	0	3	4	16	0	1	7	2	0	9	8	23	80	534
Peak Hour	All	0	34	14	0	0	27	22	199	0	2	43	14	0	83	39	57	534	0
	HV	0	0	0	0	0	0	0	0	0	0	4	0	0	11	1	1	17	0
	HV%	-	0%	0%	-	-	0%	0%	0%	-	0%	9%	0%	-	13%	3%	2%	3%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:30 PM	0	0	1	6	7	0	0	0	0	0	0	5	0	6	11
3:45 PM	0	0	1	6	7	0	0	0	0	0	0	14	2	30	46
4:00 PM	0	0	2	0	2	0	1	2	0	3	0	14	1	15	30
4:15 PM	0	0	0	1	1	0	4	0	0	4	2	27	0	29	58
Peak Hour	0	0	4	13	17	0	5	2	0	7	2	60	3	80	145

Four-Hour Count Summaries																			
Interval Start		Driveway				Middle School Rd				Blair Dr				Blair Dr				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM		0	2	1	0	0	3	1	6	0	0	4	0	0	2	9	5	33	0
2:15 PM		0	5	2	0	0	1	3	3	0	0	7	3	0	4	4	3	35	0
2:30 PM		0	3	1	0	0	2	1	9	0	0	7	3	0	9	2	4	41	0
2:45 PM		0	2	1	0	1	8	4	19	0	0	1	4	0	6	5	5	56	165
3:00 PM		0	3	0	0	0	3	2	6	0	0	8	2	0	8	3	4	39	171
3:15 PM		0	6	1	0	0	3	5	12	0	0	7	0	0	19	8	7	68	204
3:30 PM		0	8	5	0	0	2	2	12	0	0	9	5	0	27	15	17	102	265
3:45 PM		0	13	5	0	0	11	4	71	0	1	16	5	0	28	5	11	170	379
4:00 PM		0	7	3	0	0	11	12	100	0	0	11	2	0	19	11	6	182	522
4:15 PM		0	6	1	0	0	3	4	16	0	1	7	2	0	9	8	23	80	534
4:30 PM		0	14	7	1	0	8	4	10	0	0	8	2	0	9	15	8	86	518
4:45 PM		0	11	5	1	0	9	1	9	0	1	9	13	0	23	9	8	99	447
5:00 PM		0	8	6	0	0	4	4	18	0	0	6	6	0	16	8	11	87	352
5:15 PM		0	3	2	0	0	8	8	11	0	0	5	5	0	20	11	18	91	363
5:30 PM		0	5	3	0	0	3	3	26	0	0	7	6	0	22	11	7	93	370
5:45 PM		0	4	2	0	0	12	4	25	1	0	13	6	0	12	10	14	103	374
Count Total		0	100	45	2	1	91	62	353	1	3	125	64	0	233	134	151	1,365	0
Peak Hour	All	0	34	14	0	0	27	22	199	0	2	43	14	0	83	39	57	534	0
	HV	0	0	0	0	0	0	0	0	0	0	4	0	0	11	1	1	17	0
	HV%	-	0%	0%	-	-	0%	0%	0%	-	0%	9%	0%	-	13%	3%	2%	3%	0
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
2:00 PM		0	0	1	0	1	0	0	0	0	0	0	0	2	3	5			
2:15 PM		1	0	2	0	3	0	0	0	0	0	1	4	1	7	13			
2:30 PM		0	0	0	0	0	0	1	0	0	1	0	8	0	12	20			
2:45 PM		0	0	0	0	0	0	0	0	1	1	0	4	1	9	14			
3:00 PM		0	1	1	0	2	0	0	0	0	0	0	6	5	5	16			
3:15 PM		1	1	1	2	5	0	1	0	0	1	0	19	1	18	38			
3:30 PM		0	0	1	6	7	0	0	0	0	0	0	5	0	6	11			
3:45 PM		0	0	1	6	7	0	0	0	0	0	0	14	2	30	46			
4:00 PM		0	0	2	0	2	0	1	2	0	3	0	14	1	15	30			
4:15 PM		0	0	0	1	1	0	4	0	0	4	2	27	0	29	58			
4:30 PM		0	0	0	0	0	0	3	0	0	3	2	18	1	22	43			
4:45 PM		0	1	1	0	2	0	0	0	0	0	0	21	4	12	37			
5:00 PM		0	1	1	1	3	0	0	2	1	3	0	8	2	9	19			
5:15 PM		0	0	1	0	1	0	0	0	0	0	0	12	4	11	27			
5:30 PM		0	0	0	0	0	0	0	0	1	1	0	8	0	8	16			
5:45 PM		0	0	1	0	1	0	0	0	0	0	0	4	2	5	11			
Count Total		2	4	13	16	35	0	10	4	3	17	5	172	26	201	404			
Peak Hour		0	0	4	13	17	0	5	2	0	7	2	60	3	80	145			

Four-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Driveway				Middle School Rd				Blair Dr				Blair Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
2:15 PM	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	3	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
3:00 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2	5
3:15 PM	0	0	1	0	0	0	0	1	0	0	1	0	0	2	0	0	5	7
3:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	4	1	1	7	14
3:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	6	0	0	7	21
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	21
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	17
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
4:45 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2	5
5:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	3	6
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	6
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	5
Count Total	0	0	2	0	0	2	0	2	0	0	13	0	0	14	1	1	35	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	4	0	0	11	1	1	17	0

Four-Hour Count Summaries - Bikes																	
Interval Start	Driveway			Middle School Rd			Blair Dr			Blair Dr			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0			
2:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	2			
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
3:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	3			
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
4:00 PM	0	0	0	0	0	1	0	2	0	0	0	0	3	4			
4:15 PM	0	0	0	0	0	4	0	0	0	0	0	0	4	7			
4:30 PM	0	0	0	0	0	3	0	0	0	0	0	0	3	10			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	10			
5:00 PM	0	0	0	0	0	0	0	1	1	0	1	0	3	10			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6			
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	4			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4			
Count Total	0	0	0	0	1	9	0	3	1	2	1	0	17	0			
Peak Hour	0	0	0	0	0	5	0	2	0	0	0	0	7	0			

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

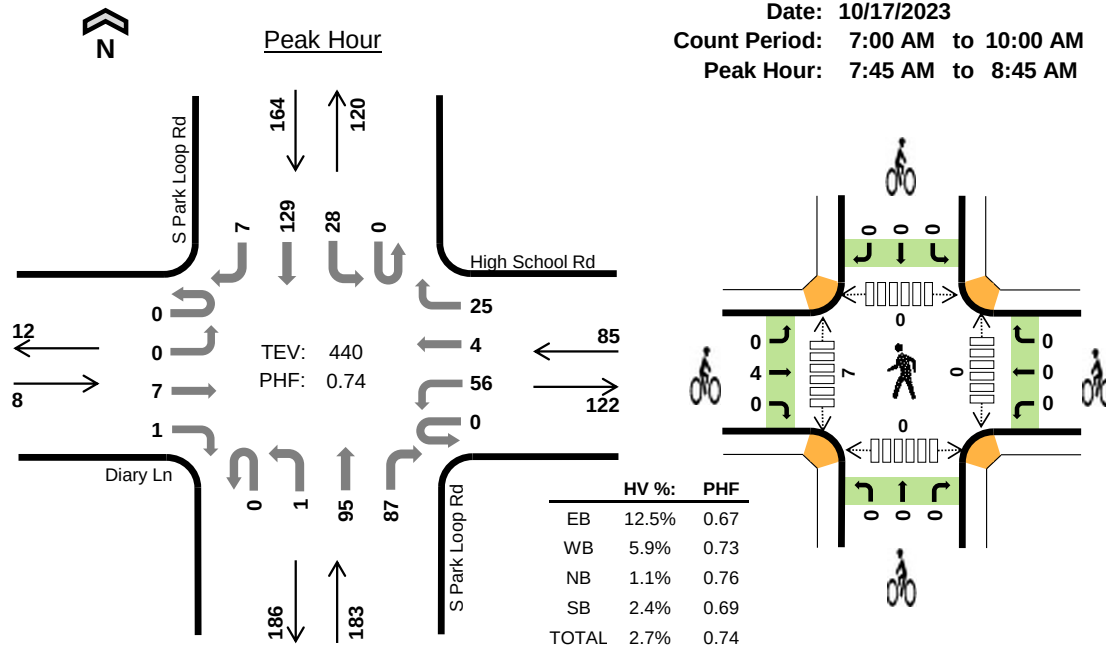
S Park Loop Rd High School Rd



Date: 10/17/2023

Count Period: 7:00 AM to 10:00 AM

Peak Hour: 7:45 AM to 8:45 AM



Three-Hour Count Summaries

Interval Start		Diary Ln				High School Rd				S Park Loop Rd				S Park Loop Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:45 AM		0	0	1	0	0	19	2	8	0	0	13	23	0	8	40	1	115	0
8:00 AM		0	0	2	1	0	16	2	8	0	1	38	21	0	4	51	4	148	0
8:15 AM		0	0	3	0	0	12	0	6	0	0	18	18	0	5	22	1	85	0
8:30 AM		0	0	1	0	0	9	0	3	0	0	26	25	0	11	16	1	92	440
Peak Hour	All	0	0	7	1	0	56	4	25	0	1	95	87	0	28	129	7	440	0
	HV	0	0	1	0	0	3	0	2	0	0	2	0	0	0	4	0	12	0
	HV%	-	-	14%	0%	-	5%	0%	8%	-	0%	2%	0%	-	0%	3%	0%	3%	0

Note: For all three-hour count summary, see next page.

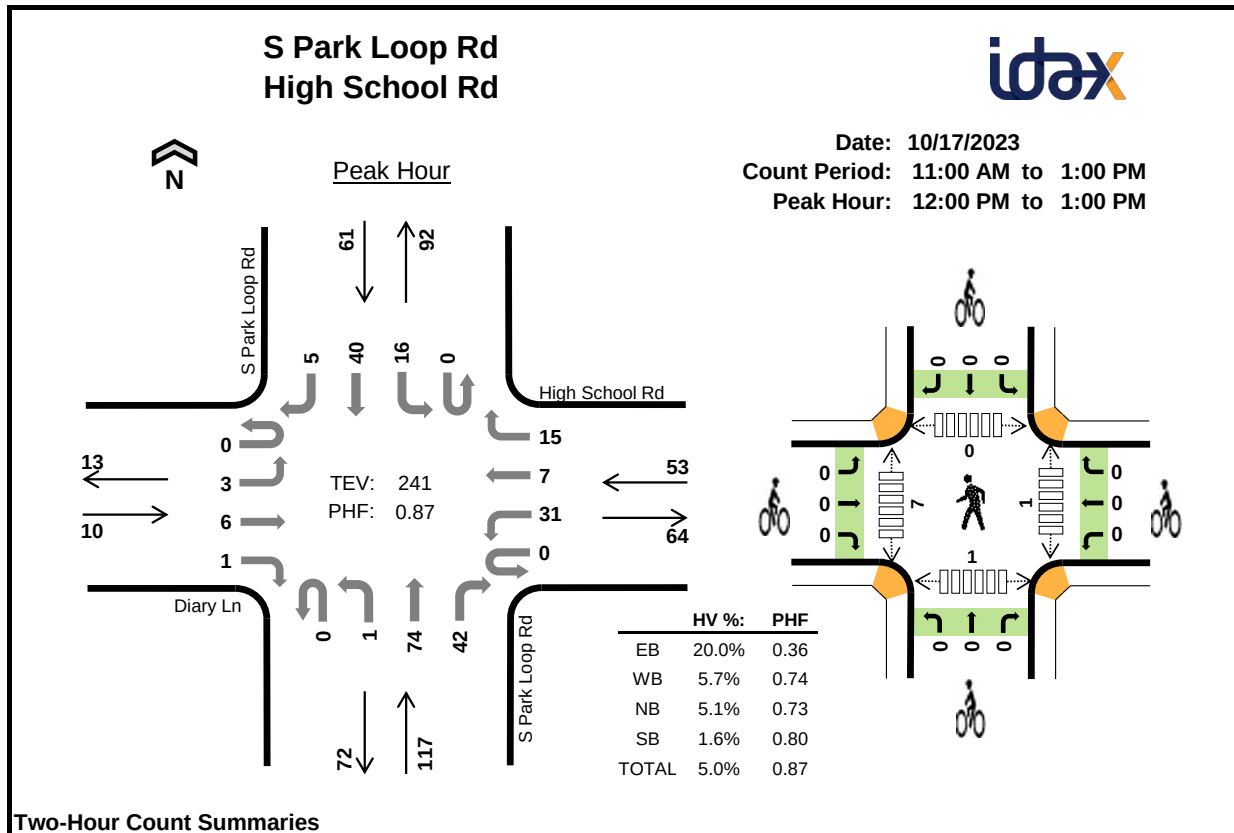
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:45 AM	0	2	0	2	4	0	0	0	0	0	0	3	0	0	3
8:00 AM	1	1	1	0	3	0	0	0	0	0	0	2	0	0	2
8:15 AM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1
8:30 AM	0	1	0	2	3	4	0	0	0	4	0	1	0	0	1
Peak Hour	1	5	2	4	12	4	0	0	0	4	0	7	0	0	7

Three-Hour Count Summaries																			
Interval Start		Diary Ln				High School Rd				S Park Loop Rd				S Park Loop Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	0	0	8	1	2	0	0	3	4	0	1	23	5	47	0
7:15 AM		0	1	0	0	0	6	2	2	0	0	4	8	0	1	28	5	57	0
7:30 AM		0	0	0	0	0	6	0	2	0	0	6	8	0	3	19	5	49	0
7:45 AM		0	0	1	0	0	19	2	8	0	0	13	23	0	8	40	1	115	268
8:00 AM		0	0	2	1	0	16	2	8	0	1	38	21	0	4	51	4	148	369
8:15 AM		0	0	3	0	0	12	0	6	0	0	18	18	0	5	22	1	85	397
8:30 AM		0	0	1	0	0	9	0	3	0	0	26	25	0	11	16	1	92	440
8:45 AM		0	1	0	0	0	9	3	7	0	2	28	24	0	10	23	0	107	432
9:00 AM		0	0	1	0	0	16	2	4	0	0	9	5	0	2	17	1	57	341
9:15 AM		0	0	0	1	0	10	0	4	0	0	18	8	0	4	8	0	53	309
9:30 AM		0	1	0	0	0	8	1	5	0	0	16	7	0	0	13	1	52	269
9:45 AM		0	0	3	0	0	7	1	6	0	0	13	13	0	3	14	1	61	223
Count Total		0	3	11	2	0	126	14	57	0	3	192	164	0	52	274	25	923	0
Peak Hour	All	0	0	7	1	0	56	4	25	0	1	95	87	0	28	129	7	440	0
	HV	0	0	1	0	0	3	0	2	0	0	2	0	0	0	4	0	12	0
	HV%	-	-	14%	0%	-	5%	0%	8%	-	0%	2%	0%	-	0%	3%	0%	3%	0
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
7:00 AM		0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM		0	1	1	0	2	0	1	0	0	1	0	1	0	1	0	0	1	
7:30 AM		0	2	0	2	4	1	0	0	0	1	0	0	0	0	0	0		
7:45 AM		0	2	0	2	4	0	0	0	0	0	3	0	0	0	3	3		
8:00 AM		1	1	1	0	3	0	0	0	0	0	2	0	0	0	2	2		
8:15 AM		0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	1		
8:30 AM		0	1	0	2	3	4	0	0	0	4	0	1	0	0	1	1		
8:45 AM		0	3	3	2	8	1	0	0	0	1	0	1	0	0	1	1		
9:00 AM		0	2	1	1	4	0	0	0	0	0	2	0	0	0	2	2		
9:15 AM		0	1	2	1	4	0	0	0	0	0	2	0	0	0	2	2		
9:30 AM		0	3	3	1	7	0	0	0	0	0	1	0	0	0	1	1		
9:45 AM		0	2	2	2	6	0	0	0	0	0	0	0	0	0	0	0		
Count Total		1	21	14	13	49	6	1	0	0	7	0	14	0	0	14	14		
Peak Hour		1	5	2	4	12	4	0	0	0	4	0	7	0	0	7	7		

Three-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Diary Ln				High School Rd				S Park Loop Rd				S Park Loop Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0
7:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	4	0
7:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	4	12
8:00 AM	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	3	13
8:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	13
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	3	12
8:45 AM	0	0	0	0	0	0	2	1	0	0	3	0	0	1	1	0	8	16
9:00 AM	0	0	0	0	0	1	0	1	0	0	1	0	0	0	1	0	4	17
9:15 AM	0	0	0	0	0	0	0	1	0	0	2	0	0	0	1	0	4	19
9:30 AM	0	0	0	0	0	1	0	2	0	0	2	1	0	0	1	0	7	23
9:45 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	2	0	6	21
Count Total	0	0	1	0	0	7	2	12	0	0	12	2	0	1	12	0	49	0
Peak Hour	0	0	1	0	0	3	0	2	0	0	2	0	0	0	4	0	12	0

Three-Hour Count Summaries - Bikes																	
Interval Start	Diary Ln			High School Rd			S Park Loop Rd			S Park Loop Rd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0			
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
8:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	4	4			
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	5			
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5			
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5			
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Count Total	0	6	0	0	1	0	0	0	0	0	0	0	7	0			
Peak Hour	0	4	0	0	0	0	0	0	0	0	0	0	4	0			

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Interval Start		Diary Ln				High School Rd				S Park Loop Rd				S Park Loop Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	11:00 AM	0	1	0	0	0	4	0	4	0	0	19	5	0	2	13	1	49	0
	11:15 AM	0	0	0	0	0	7	0	2	0	1	12	8	0	2	11	0	43	0
	11:30 AM	0	1	3	0	0	9	0	5	0	0	10	6	0	0	14	1	49	0
	11:45 AM	0	1	0	0	0	11	1	2	0	1	14	10	0	2	13	0	55	196
	12:00 PM	0	3	3	1	0	3	0	6	0	0	26	14	0	6	6	1	69	216
	12:15 PM	0	0	2	0	0	8	0	1	0	0	21	11	0	2	6	4	55	228
	12:30 PM	0	0	0	0	0	11	3	4	0	0	15	8	0	5	12	0	58	237
	12:45 PM	0	0	1	0	0	9	4	4	0	1	12	9	0	3	16	0	59	241
Count Total		0	6	9	1	0	62	8	28	0	3	129	71	0	22	91	7	437	0
Peak Hour	All	0	3	6	1	0	31	7	15	0	1	74	42	0	16	40	5	241	0
	HV	0	1	1	0	0	0	0	3	0	0	5	1	0	0	1	0	12	0
	HV%	-	33%	17%	0%	-	0%	0%	20%	-	0%	7%	2%	-	0%	3%	0%	5%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	0	1	1	1	3	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	1	4	1	6	0	0	0	0	0	0	0	0	0	0
11:30 AM	1	1	0	3	5	0	0	0	0	0	0	1	0	0	1
11:45 AM	0	2	2	1	5	0	0	0	0	0	0	1	0	0	1
12:00 PM	1	1	1	0	3	0	0	0	0	0	0	2	0	0	2
12:15 PM	1	1	3	0	5	0	0	0	0	0	1	2	0	0	3
12:30 PM	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1
12:45 PM	0	0	0	1	1	0	0	0	0	0	0	2	0	1	3
Count Total	3	8	13	7	31	0	0	0	0	0	1	9	0	1	11
Peak Hour	2	3	6	1	12	0	0	0	0	0	1	7	0	1	9

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Diary Ln				High School Rd				S Park Loop Rd				S Park Loop Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	3	0
11:15 AM	0	0	0	0	0	0	0	1	0	1	1	2	0	0	1	0	6	0
11:30 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	3	0	5	0
11:45 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	1	0	5	19
12:00 PM	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	19
12:15 PM	0	0	1	0	0	0	0	1	0	0	2	1	0	0	0	0	5	18
12:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	3	16
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	12
Count Total	0	2	1	0	0	1	0	7	0	2	7	4	0	0	7	0	31	0
Peak Hour	0	1	1	0	0	0	0	3	0	0	5	1	0	0	1	0	12	0

Two-Hour Count Summaries - Bikes																		
Interval Start	Diary Ln			High School Rd			S Park Loop Rd			S Park Loop Rd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

S Park Loop Rd High School Rd

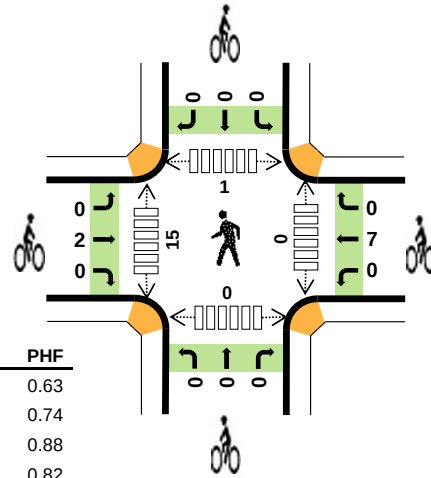
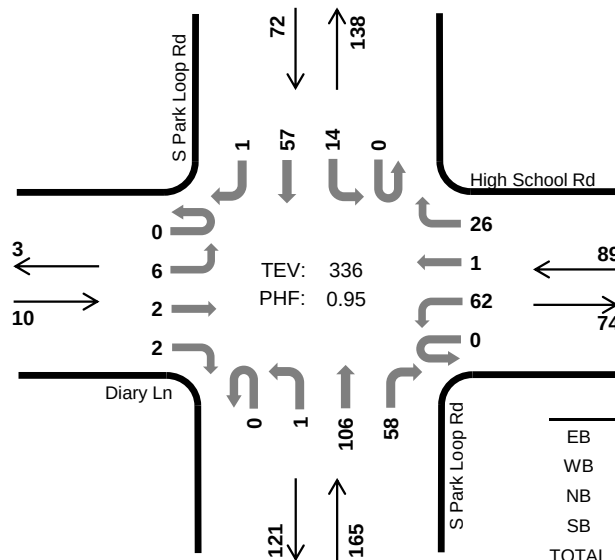


Peak Hour

Date: 10/17/2023

Count Period: 2:00 PM to 6:00 PM

Peak Hour: 3:15 PM to 4:15 PM



	HV %:	PHF
EB	20.0%	0.63
WB	10.1%	0.74
NB	4.8%	0.88
SB	0.0%	0.82
TOTAL	5.7%	0.95

Four-Hour Count Summaries

Interval Start		Diary Ln				High School Rd				S Park Loop Rd				S Park Loop Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:15 PM		0	1	0	0	0	17	0	3	0	1	26	15	0	3	14	0	80	0
3:30 PM		0	3	0	1	0	12	1	2	0	0	31	16	0	4	18	0	88	0
3:45 PM		0	1	0	0	0	16	0	8	0	0	27	16	0	3	10	1	82	0
4:00 PM		0	1	2	1	0	17	0	13	0	0	22	11	0	4	15	0	86	336
Peak Hour	All	0	6	2	2	0	62	1	26	0	1	106	58	0	14	57	1	336	0
	HV	0	1	0	1	0	1	0	8	0	0	7	1	0	0	0	0	19	0
	HV%	-	17%	0%	50%	-	2%	0%	31%	-	0%	7%	2%	-	0%	0%	0%	6%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:15 PM	0	1	4	0	5	0	0	0	0	0	0	5	0	0	5
3:30 PM	0	1	3	0	4	0	0	0	0	0	0	1	1	0	2
3:45 PM	0	2	1	0	3	0	7	0	0	7	0	6	0	0	6
4:00 PM	2	5	0	0	7	2	0	0	0	2	0	3	0	0	3
Peak Hour	2	9	8	0	19	2	7	0	0	9	0	15	1	0	16

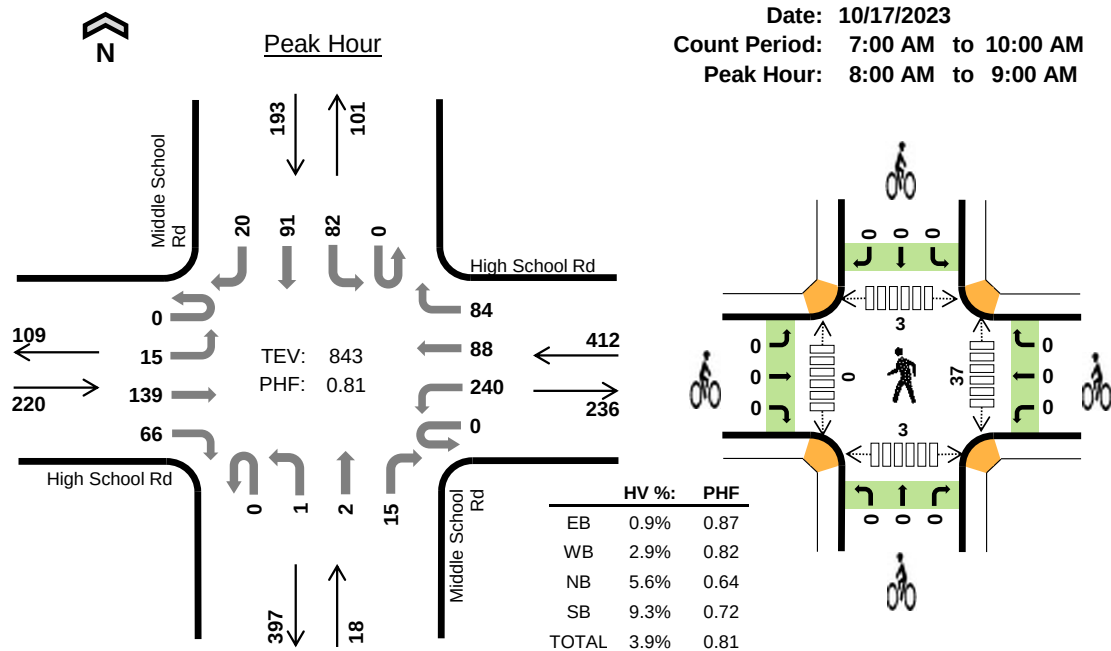
Four-Hour Count Summaries																			
Interval Start		Diary Ln				High School Rd				S Park Loop Rd				S Park Loop Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM		0	0	0	1	0	9	1	6	0	0	12	5	0	5	12	0	51	0
2:15 PM		0	0	0	1	0	5	0	2	0	0	11	5	0	2	14	0	40	0
2:30 PM		0	2	0	0	0	8	0	5	0	0	10	9	0	3	12	3	52	0
2:45 PM		0	0	1	0	0	7	0	6	0	0	11	14	0	4	11	2	56	199
3:00 PM		0	1	2	0	0	15	0	5	0	0	10	9	0	4	19	2	67	215
3:15 PM		0	1	0	0	0	17	0	3	0	1	26	15	0	3	14	0	80	255
3:30 PM		0	3	0	1	0	12	1	2	0	0	31	16	0	4	18	0	88	291
3:45 PM		0	1	0	0	0	16	0	8	0	0	27	16	0	3	10	1	82	317
4:00 PM		0	1	2	1	0	17	0	13	0	0	22	11	0	4	15	0	86	336
4:15 PM		0	0	1	0	0	18	0	3	0	0	12	5	0	2	14	0	55	311
4:30 PM		0	0	0	0	0	8	1	6	0	0	14	13	0	3	15	0	60	283
4:45 PM		0	9	3	1	0	10	0	5	0	2	33	17	0	1	8	1	90	291
5:00 PM		0	7	7	0	0	12	0	3	0	2	24	15	0	2	8	0	80	285
5:15 PM		0	1	3	0	0	6	0	5	0	0	21	13	0	4	12	0	65	295
5:30 PM		0	1	0	0	0	9	0	3	0	0	27	10	0	5	10	0	65	300
5:45 PM		0	1	0	0	0	12	0	7	0	0	36	17	0	4	16	1	94	304
Count Total		0	28	19	5	0	181	3	82	0	5	327	190	0	53	208	10	1,111	0
Peak Hour	All	0	6	2	2	0	62	1	26	0	1	106	58	0	14	57	1	336	0
	HV	0	1	0	1	0	1	0	8	0	0	7	1	0	0	0	0	19	0
	HV%	-	17%	0%	50%	-	2%	0%	31%	-	0%	7%	2%	-	0%	0%	0%	6%	0
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
2:00 PM		0	1	2	1	4	0	0	0	0	0	0	1	0	0	0	0	1	
2:15 PM		1	2	1	0	4	1	0	0	0	1	0	2	0	0	0	2		
2:30 PM		0	1	1	1	3	0	0	0	0	0	0	0	0	0	1	1		
2:45 PM		0	0	1	1	2	0	0	0	0	0	0	3	0	0	0	3		
3:00 PM		0	2	1	0	3	0	1	0	0	1	0	4	0	0	0	4		
3:15 PM		0	1	4	0	5	0	0	0	0	0	0	5	0	0	0	5		
3:30 PM		0	1	3	0	4	0	0	0	0	0	0	1	1	0	0	2		
3:45 PM		0	2	1	0	3	0	7	0	0	7	0	6	0	0	0	6		
4:00 PM		2	5	0	0	7	2	0	0	0	2	0	3	0	0	0	3		
4:15 PM		0	0	2	0	2	1	4	0	0	5	0	4	0	0	0	4		
4:30 PM		0	3	1	0	4	2	0	0	0	2	0	17	0	23	40			
4:45 PM		1	0	1	0	2	1	0	0	0	1	0	12	1	0	13			
5:00 PM		0	0	1	1	2	1	0	0	0	1	0	19	0	0	19			
5:15 PM		1	1	0	0	2	0	2	0	0	2	0	4	0	0	4			
5:30 PM		0	0	1	1	2	0	0	0	0	0	0	5	0	0	5			
5:45 PM		0	2	3	0	5	0	3	0	0	3	0	3	2	0	5			
Count Total		5	21	23	5	54	8	17	0	0	25	0	89	4	24	117			
Peak Hour		2	9	8	0	19	2	7	0	0	9	0	15	1	0	16			

Four-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Diary Ln				High School Rd				S Park Loop Rd				S Park Loop Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	0	4	0
2:15 PM	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4	0
2:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	3	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	13
3:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	3	12
3:15 PM	0	0	0	0	0	0	0	1	0	0	3	1	0	0	0	0	5	13
3:30 PM	0	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0	4	14
3:45 PM	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	3	15
4:00 PM	0	1	0	1	0	0	0	5	0	0	0	0	0	0	0	0	7	19
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	16
4:30 PM	0	0	0	0	0	1	0	2	0	0	1	0	0	0	0	0	4	16
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	15
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	10
5:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	10
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	8
5:45 PM	0	0	0	0	0	0	0	2	0	0	3	0	0	0	0	0	5	11
Count Total	0	3	0	2	0	3	0	18	0	1	18	4	0	0	5	0	54	0
Peak Hour	0	1	0	1	0	1	0	8	0	0	7	1	0	0	0	0	19	0

Four-Hour Count Summaries - Bikes																		
Interval Start	Diary Ln			High School Rd			S Park Loop Rd			S Park Loop Rd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0				
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
3:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	2				
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
3:45 PM	0	0	0	0	0	7	0	0	0	0	0	0	7	8				
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	9				
4:15 PM	0	1	0	0	0	4	0	0	0	0	0	0	5	14				
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	16				
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	10				
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	9				
5:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	2	6				
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4				
5:45 PM	0	0	0	0	0	3	0	0	0	0	0	0	3	6				
Count Total	0	8	0	0	0	17	0	0	0	0	0	0	25	0				
Peak Hour	0	2	0	0	0	7	0	0	0	0	0	0	9	0				

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Middle School Rd High School Rd



Three-Hour Count Summaries

Interval Start		High School Rd				High School Rd				Middle School Rd				Middle School Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	4	51	7	0	43	25	10	0	0	0	3	0	40	4	11	198	0
8:15 AM		0	2	31	5	0	42	24	18	0	0	0	3	0	8	7	2	142	0
8:30 AM		0	5	31	21	0	73	15	37	0	0	1	6	0	18	32	4	243	0
8:45 AM		0	4	26	33	0	82	24	19	0	1	1	3	0	16	48	3	260	843
Peak Hour	All	0	15	139	66	0	240	88	84	0	1	2	15	0	82	91	20	843	0
	HV	0	0	2	0	0	3	3	6	0	0	0	1	0	18	0	0	33	0
	HV%	-	0%	1%	0%	-	1%	3%	7%	-	0%	0%	7%	-	22%	0%	0%	4%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
8:00 AM	1	4	0	3	8	0	0	0	0	0	4	0	2	0	6
8:15 AM	0	2	1	2	5	0	0	0	0	0	4	0	0	0	4
8:30 AM	0	4	0	10	14	0	0	0	0	0	3	0	0	2	5
8:45 AM	1	2	0	3	6	0	0	0	0	0	26	0	1	1	28
Peak Hour	2	12	1	18	33	0	0	0	0	0	37	0	3	3	43

Three-Hour Count Summaries																			
Interval Start		High School Rd				High School Rd				Middle School Rd				Middle School Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	1	15	1	0	1	16	7	0	0	0	0	0	3	0	0	44	0
7:15 AM		0	1	20	2	0	2	13	7	0	0	0	1	0	12	2	0	60	0
7:30 AM		0	2	25	0	0	2	11	7	0	0	1	0	0	6	0	1	55	0
7:45 AM		0	3	62	2	0	15	24	14	0	1	0	1	0	47	3	7	179	338
8:00 AM		0	4	51	7	0	43	25	10	0	0	0	3	0	40	4	11	198	492
8:15 AM		0	2	31	5	0	42	24	18	0	0	0	3	0	8	7	2	142	574
8:30 AM		0	5	31	21	0	73	15	37	0	0	1	6	0	18	32	4	243	762
8:45 AM		0	4	26	33	0	82	24	19	0	1	1	3	0	16	48	3	260	843
9:00 AM		0	0	28	7	0	27	30	12	0	1	2	4	0	8	10	1	130	775
9:15 AM		0	1	13	2	0	7	14	9	0	0	0	1	0	7	2	0	56	689
9:30 AM		0	0	18	0	0	2	18	6	0	0	0	1	0	6	2	0	53	499
9:45 AM		0	0	34	0	0	7	17	6	0	0	0	1	0	5	0	1	71	310
Count Total		0	23	354	80	0	303	231	152	0	3	5	24	0	176	110	30	1,491	0
Peak Hour	All	0	15	139	66	0	240	88	84	0	1	2	15	0	82	91	20	843	0
	HV	0	0	2	0	0	3	3	6	0	0	0	1	0	18	0	0	33	0
	HV%	-	0%	1%	0%	-	1%	3%	7%	-	0%	0%	7%	-	22%	0%	0%	4%	0

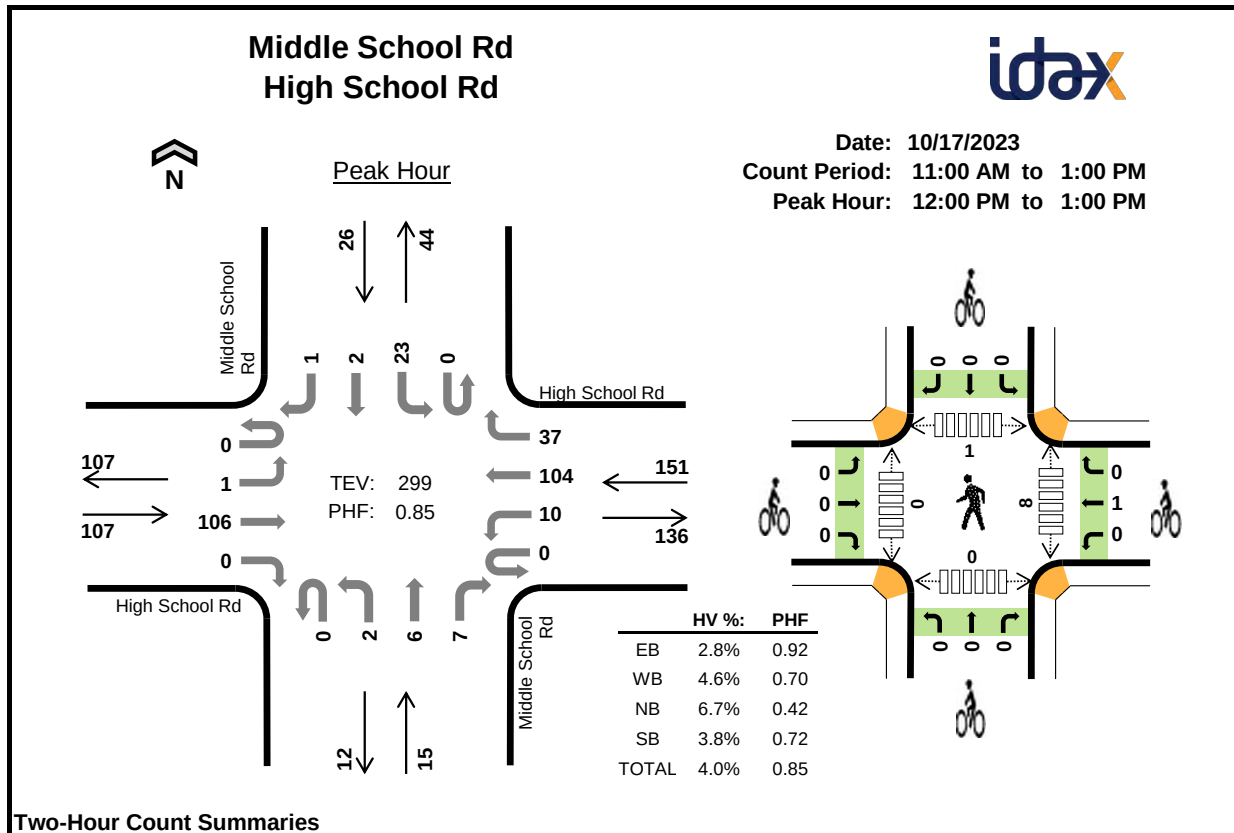
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	2	0	0	2	0	1	0	0	1	1	0	1	0	2
7:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	2	0	1	3	0	0	0	0	0	1	0	0	0	1
8:00 AM	1	4	0	3	8	0	0	0	0	0	4	0	2	0	6
8:15 AM	0	2	1	2	5	0	0	0	0	0	4	0	0	0	4
8:30 AM	0	4	0	10	14	0	0	0	0	0	3	0	0	2	5
8:45 AM	1	2	0	3	6	0	0	0	0	0	26	0	1	1	28
9:00 AM	0	2	1	1	4	0	0	0	0	0	1	0	0	0	1
9:15 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	4	0	0	4	0	0	0	0	0	0	0	1	2	3
9:45 AM	2	1	1	0	4	0	0	0	0	0	1	0	1	2	4
Count Total	4	31	3	20	58	0	1	0	0	1	41	0	6	7	54
Peak Hour	2	12	1	18	33	0	0	0	0	0	37	0	3	3	43

Three-Hour Count Summaries - Heavy Vehicles																		
Interval Start	High School Rd				High School Rd				Middle School Rd				Middle School Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0
7:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0
7:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	3	9
8:00 AM	0	0	1	0	0	2	1	1	0	0	0	0	0	0	3	0	8	15
8:15 AM	0	0	0	0	0	1	1	0	0	0	0	1	0	2	0	0	5	18
8:30 AM	0	0	0	0	0	0	1	3	0	0	0	0	0	10	0	0	14	30
8:45 AM	0	0	1	0	0	0	0	2	0	0	0	0	0	3	0	0	6	33
9:00 AM	0	0	0	0	0	0	2	0	0	0	0	1	0	1	0	0	4	29
9:15 AM	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4	28
9:30 AM	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	4	18
9:45 AM	0	0	2	0	0	0	1	0	0	0	0	1	0	0	0	0	4	16
Count Total	0	0	4	0	0	4	18	9	0	0	0	3	0	20	0	0	58	0
Peak Hour	0	0	2	0	0	3	3	6	0	0	0	1	0	18	0	0	33	0

Three-Hour Count Summaries - Bikes																	
Interval Start	High School Rd			High School Rd			Middle School Rd			Middle School Rd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Count Total	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0		
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Interval Start		High School Rd				High School Rd				Middle School Rd				Middle School Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM		0	0	10	0	0	0	17	8	0	0	2	1	0	6	0	0	44	0
11:15 AM		0	1	21	0	0	3	16	4	0	0	0	0	0	5	1	1	52	0
11:30 AM		0	0	17	0	0	2	18	7	0	0	0	4	0	4	0	0	52	0
11:45 AM		0	1	19	2	0	2	22	5	0	0	0	1	0	5	1	2	60	208
12:00 PM		0	0	28	0	0	1	31	4	0	2	3	4	0	7	1	0	81	245
12:15 PM		0	0	29	0	0	3	20	6	0	0	0	2	0	4	0	1	65	258
12:30 PM		0	0	23	0	0	6	27	21	0	0	1	1	0	9	0	0	88	294
12:45 PM		0	1	26	0	0	0	26	6	0	0	2	0	0	3	1	0	65	299
Count Total		0	3	173	2	0	17	177	61	0	2	8	13	0	43	4	4	507	0
Peak Hour	All	0	1	106	0	0	10	104	37	0	2	6	7	0	23	2	1	299	0
	HV	0	0	3	0	0	0	6	1	0	0	1	0	0	1	0	0	12	0
	HV%	-	0%	3%	-	-	0%	6%	3%	-	0%	17%	0%	-	4%	0%	0%	4%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

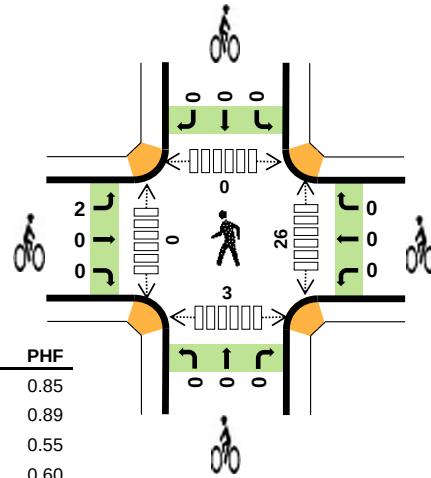
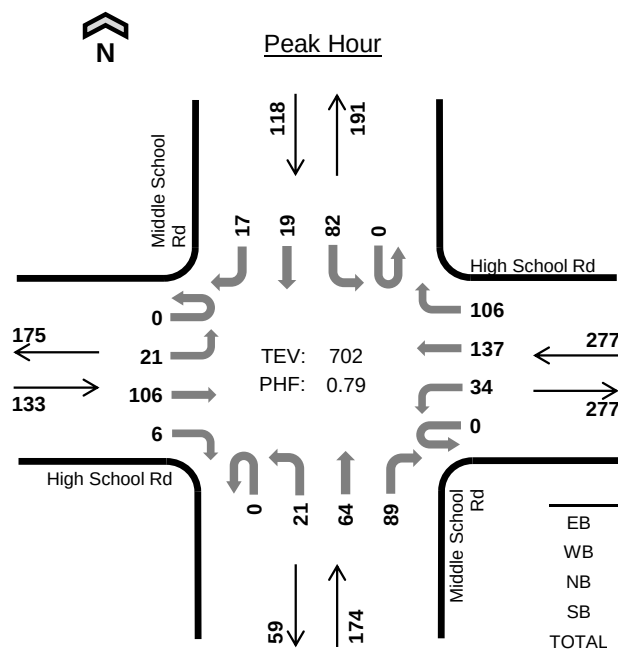
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0
11:15 AM	1	3	0	0	4	0	0	0	0	0	1	0	1	0	2
11:30 AM	1	1	2	0	4	0	0	0	0	0	7	0	0	0	7
11:45 AM	2	1	0	0	3	0	0	0	0	0	9	0	0	0	9
12:00 PM	0	1	1	1	3	0	1	0	0	1	0	0	0	0	0
12:15 PM	1	2	0	0	3	0	0	0	0	0	0	0	1	0	1
12:30 PM	2	3	0	0	5	0	0	0	0	0	3	0	0	0	3
12:45 PM	0	1	0	0	1	0	0	0	0	0	5	0	0	0	5
Count Total	7	14	4	1	26	0	1	0	0	1	25	0	2	0	27
Peak Hour	3	7	1	1	12	0	1	0	0	1	8	0	1	0	9

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	High School Rd				High School Rd				Middle School Rd				Middle School Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	3	0
11:15 AM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	0
11:30 AM	0	0	1	0	0	0	1	0	0	0	0	2	0	0	0	0	4	0
11:45 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	14
12:00 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	3	14
12:15 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	13
12:30 PM	0	0	2	0	0	0	2	1	0	0	0	0	0	0	0	0	5	14
12:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	12
Count Total	0	0	7	0	0	0	12	2	0	0	2	2	0	1	0	0	26	0
Peak Hour	0	0	3	0	0	0	6	1	0	0	1	0	0	1	0	0	12	0

Two-Hour Count Summaries - Bikes																	
Interval Start	High School Rd			High School Rd			Middle School Rd			Middle School Rd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Count Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	
Peak Hour	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Middle School Rd High School Rd



Four-Hour Count Summaries

Interval Start		High School Rd				High School Rd				Middle School Rd				Middle School Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:30 PM		0	3	24	1	0	11	33	34	0	0	1	13	0	7	2	2	131	0
3:45 PM		0	9	27	3	0	12	35	26	0	5	19	24	0	32	13	4	209	0
4:00 PM		0	5	26	2	0	6	36	28	0	12	38	29	0	30	4	7	223	0
4:15 PM		0	4	29	0	0	5	33	18	0	4	6	23	0	13	0	4	139	702
Peak Hour	All	0	21	106	6	0	34	137	106	0	21	64	89	0	82	19	17	702	0
	HV	0	1	0	0	0	0	10	6	0	1	0	0	0	17	0	0	35	0
	HV%	-	5%	0%	0%	-	0%	7%	6%	-	5%	0%	0%	-	21%	0%	0%	5%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:30 PM	0	5	0	1	6	0	0	0	0	0	1	0	0	0	1
3:45 PM	1	5	0	10	16	0	0	0	0	0	15	0	0	2	17
4:00 PM	0	2	0	6	8	2	0	0	0	2	10	0	0	1	11
4:15 PM	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0
Peak Hour	1	16	1	17	35	2	0	0	0	2	26	0	0	3	29

Four-Hour Count Summaries																			
Interval Start		High School Rd				High School Rd				Middle School Rd				Middle School Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM		0	0	21	0	0	4	24	7	0	1	1	1	0	8	3	0	70	
2:15 PM		0	0	17	0	0	4	20	18	0	0	1	2	0	10	1	0	73	
2:30 PM		0	1	25	0	0	3	23	7	0	0	4	1	0	11	6	2	83	
2:45 PM		0	2	29	0	0	5	20	12	0	0	4	7	0	44	1	9	133	
3:00 PM		0	2	21	0	0	4	28	8	0	1	0	1	0	12	2	3	82	
3:15 PM		0	2	26	0	0	14	35	21	0	0	1	5	0	7	1	1	113	
3:30 PM		0	3	24	1	0	11	33	34	0	0	1	13	0	7	2	2	131	
3:45 PM		0	9	27	3	0	12	35	26	0	5	19	24	0	32	13	4	209	
4:00 PM		0	5	26	2	0	6	36	28	0	12	38	29	0	30	4	7	223	
4:15 PM		0	4	29	0	0	5	33	18	0	4	6	23	0	13	0	4	139	
4:30 PM		0	3	33	0	0	1	33	6	0	1	1	7	0	9	0	2	96	
4:45 PM		0	1	30	2	0	0	41	18	0	2	1	1	0	14	0	1	111	
5:00 PM		0	4	30	0	0	4	30	26	0	2	1	3	0	23	0	4	127	
5:15 PM		0	3	29	0	0	1	31	25	0	0	1	2	0	28	1	3	124	
5:30 PM		0	4	31	1	0	9	37	32	0	0	2	2	0	33	0	7	158	
5:45 PM		0	5	28	1	0	10	39	17	0	0	0	5	0	21	2	6	134	
Count Total		0	48	426	10	0	93	498	303	0	28	81	126	0	302	36	55	2,006	
Peak Hour	All	0	21	106	6	0	34	137	106	0	21	64	89	0	82	19	17	702	
	HV	0	1	0	0	0	0	10	6	0	1	0	0	0	17	0	0	35	
	HV%	-	5%	0%	0%	-	0%	7%	6%	-	5%	0%	0%	-	21%	0%	0%	5%	
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
2:00 PM		1	2	1	2	6	0	0	0	0	0	1	0	0	0	0	1		
2:15 PM		0	8	0	0	8	0	0	0	0	0	2	0	0	0	0	2		
2:30 PM		0	1	0	2	3	0	0	0	0	0	13	0	0	0	0	13		
2:45 PM		0	0	1	5	6	0	0	0	0	0	2	0	6	0	8			
3:00 PM		0	4	0	0	4	0	0	0	0	0	2	0	0	0	0	2		
3:15 PM		1	2	0	0	3	0	0	0	0	0	1	0	0	0	0	1		
3:30 PM		0	5	0	1	6	0	0	0	0	0	1	0	0	0	0	1		
3:45 PM		1	5	0	10	16	0	0	0	0	0	15	0	0	2	17			
4:00 PM		0	2	0	6	8	2	0	0	0	2	10	0	0	1	11			
4:15 PM		0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM		0	1	0	0	1	0	0	0	0	0	2	0	0	20	22			
4:45 PM		2	0	0	0	2	0	0	0	0	0	0	0	0	1	1			
5:00 PM		0	2	0	0	2	0	0	0	0	0	1	0	7	2	10			
5:15 PM		1	1	0	2	4	0	0	0	0	0	1	0	4	0	5			
5:30 PM		0	0	0	1	1	0	0	0	0	0	11	0	2	0	13			
5:45 PM		0	2	0	0	2	0	0	2	0	2	16	0	0	0	16			
Count Total		6	39	3	29	77	2	0	2	0	4	78	0	19	26	123			
Peak Hour		1	16	1	17	35	2	0	0	0	2	26	0	0	3	29			

Four-Hour Count Summaries - Heavy Vehicles																		
Interval Start	High School Rd				High School Rd				Middle School Rd				Middle School Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	1	0	0	1	1	0	0	0	1	0	0	1	1	0	6	0
2:15 PM	0	0	0	0	0	0	2	6	0	0	0	0	0	0	0	0	8	0
2:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	3	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	5	0	0	6	23
3:00 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	4	21
3:15 PM	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	16
3:30 PM	0	0	0	0	0	0	2	3	0	0	0	0	0	1	0	0	6	19
3:45 PM	0	1	0	0	0	0	4	1	0	0	0	0	0	10	0	0	16	29
4:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	6	0	0	8	33
4:15 PM	0	0	0	0	0	0	2	2	0	1	0	0	0	0	0	0	5	35
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	30
4:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	16
5:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	10
5:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	4	9
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	9
5:45 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	9
Count Total	0	2	4	0	0	1	23	15	0	1	2	0	0	27	2	0	77	0
Peak Hour	0	1	0	0	0	0	10	6	0	1	0	0	0	17	0	0	35	0

Four-Hour Count Summaries - Bikes																	
Interval Start	High School Rd			High School Rd			Middle School Rd			Middle School Rd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2		
Count Total	2	0	0	0	0	0	0	2	0	0	0	0	0	4	0		
Peak Hour	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0		

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Middle School Rd High School Rd

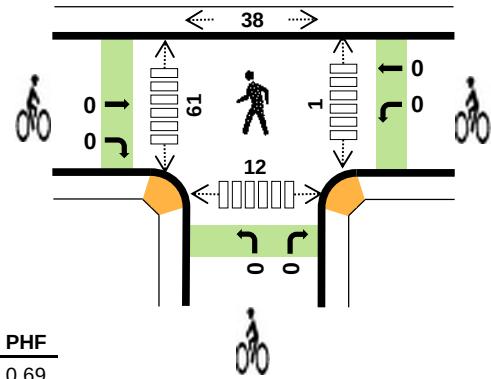
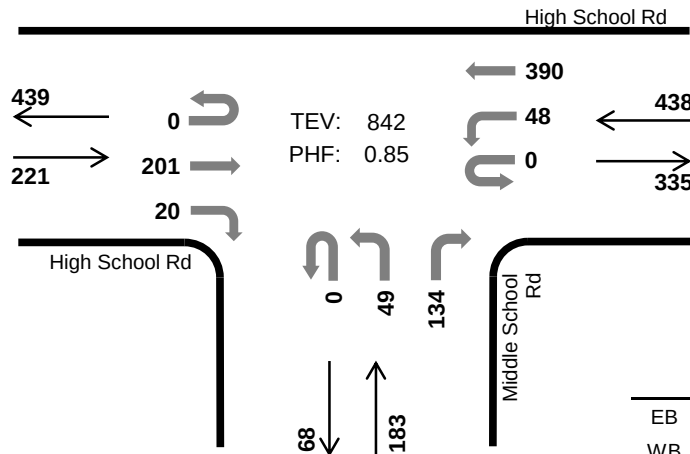


Peak Hour

Date: 10/17/2023

Count Period: 7:00 AM to 10:00 AM

Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	11.3%	0.69
WB	3.9%	0.88
NB	8.7%	0.54
SB	-	-
TOTAL	6.9%	0.85

Three-Hour Count Summaries

Interval Start		High School Rd				High School Rd				Middle School Rd				n/a				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	0	76	4	0	18	87	0	0	5	0	9	0	0	0	0	199	0
8:15 AM		0	0	37	4	0	12	78	0	0	7	0	18	0	0	0	0	156	0
8:30 AM		0	0	47	8	0	9	116	0	0	15	0	44	0	0	0	0	239	0
8:45 AM		0	0	41	4	0	9	109	0	0	22	0	63	0	0	0	0	248	842
Peak Hour	All	0	0	201	20	0	48	390	0	0	49	0	134	0	0	0	0	842	0
	HV	0	0	14	11	0	4	13	0	0	5	0	11	0	0	0	0	58	0
	HV%	-	-	7%	55%	-	8%	3%	-	-	10%	-	8%	-	-	-	-	7%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
8:00 AM	6	4	0	0	10	0	0	0	0	0	1	5	4	2	12
8:15 AM	4	6	2	0	12	0	0	0	0	0	0	13	5	6	24
8:30 AM	10	6	6	0	22	0	0	0	0	0	0	13	10	4	27
8:45 AM	5	1	8	0	14	0	0	0	0	0	0	30	19	0	49
Peak Hour	25	17	16	0	58	0	0	0	0	0	1	61	38	12	112

Three-Hour Count Summaries

Interval Start		High School Rd				High School Rd				Middle School Rd				n/a				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	19	0	0	1	25	1	0	0	0	2	0	0	0	0	48	0
7:15 AM		0	0	32	0	0	3	27	0	0	1	0	1	0	0	0	0	64	0
7:30 AM		0	0	29	1	0	7	52	0	0	0	0	1	0	0	0	0	90	0
7:45 AM		0	0	64	3	0	25	106	0	0	0	0	3	0	0	0	0	201	403
8:00 AM		0	0	76	4	0	18	87	0	0	5	0	9	0	0	0	0	199	554
8:15 AM		0	0	37	4	0	12	78	0	0	7	0	18	0	0	0	0	156	646
8:30 AM		0	0	47	8	0	9	116	0	0	15	0	44	0	0	0	0	239	795
8:45 AM		0	0	41	4	0	9	109	0	0	22	0	63	0	0	0	0	248	842
9:00 AM		0	0	38	1	0	2	56	0	0	10	0	19	0	0	0	0	126	769
9:15 AM		0	0	31	0	0	0	32	0	0	2	0	3	0	0	0	0	68	681
9:30 AM		0	0	23	0	0	0	24	0	0	1	0	3	0	0	0	0	51	493
9:45 AM		0	0	41	0	0	1	33	0	0	1	0	6	0	0	0	0	82	327
Count Total		0	0	478	25	0	87	745	1	0	64	0	172	0	0	0	0	1,572	0
Peak Hour	All	0	0	201	20	0	48	390	0	0	49	0	134	0	0	0	0	842	0
	HV	0	0	14	11	0	4	13	0	0	5	0	11	0	0	0	0	58	0
	HV%	-	-	7%	55%	-	8%	3%	-	-	10%	-	8%	-	-	-	-	7%	0

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1
7:30 AM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	2	0	0	3	0	1	0	0	1	0	1	0	2	3
8:00 AM	6	4	0	0	10	0	0	0	0	0	1	5	4	2	12
8:15 AM	4	6	2	0	12	0	0	0	0	0	0	13	5	6	24
8:30 AM	10	6	6	0	22	0	0	0	0	0	0	13	10	4	27
8:45 AM	5	1	8	0	14	0	0	0	0	0	0	30	19	0	49
9:00 AM	3	2	0	0	5	0	0	0	0	0	1	8	2	0	11
9:15 AM	0	6	0	0	6	0	1	0	0	1	0	0	0	0	0
9:30 AM	0	3	0	0	3	0	0	0	0	0	0	2	3	0	5
9:45 AM	2	2	1	0	5	0	0	0	0	0	0	0	2	0	2
Count Total	31	39	18	0	88	0	2	0	0	2	2	72	46	14	134
Peak Hr	25	17	16	0	58	0	0	0	0	0	1	61	38	12	112

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	High School Rd				High School Rd				Middle School Rd				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	0
7:30 AM	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	3	0
7:45 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	11
8:00 AM	0	0	6	0	0	0	4	0	0	0	0	0	0	0	0	0	10	19
8:15 AM	0	0	2	2	0	1	5	0	0	0	0	2	0	0	0	0	12	28
8:30 AM	0	0	3	7	0	3	3	0	0	3	0	3	0	0	0	0	22	47
8:45 AM	0	0	3	2	0	0	1	0	0	2	0	6	0	0	0	0	14	58
9:00 AM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5	53
9:15 AM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	6	47
9:30 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	28
9:45 AM	0	0	2	0	0	1	1	0	0	0	0	1	0	0	0	0	5	19
Count Total	0	0	20	11	0	5	34	0	0	5	0	13	0	0	0	0	88	0
Peak Hour	0	0	14	11	0	4	13	0	0	5	0	11	0	0	0	0	58	0

Three-Hour Count Summaries - Bikes

Interval Start	High School Rd			High School Rd			Middle School Rd			n/a			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	1
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	2	0	0	0	0	0	0	0	2	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Middle School Rd High School Rd

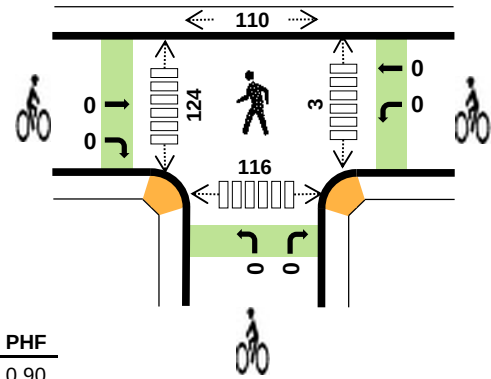
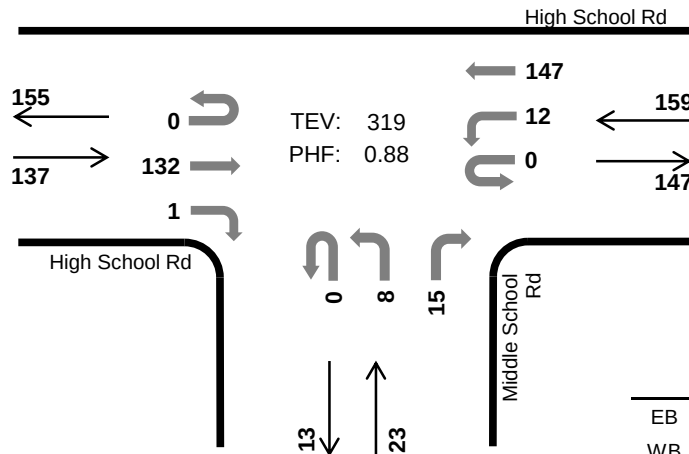


Peak Hour

Date: 10/17/2023

Count Period: 11:00 AM to 1:00 PM

Peak Hour: 12:00 PM to 1:00 PM



	HV %:	PHF
EB	5.8%	0.90
WB	5.7%	0.85
NB	0.0%	0.48
SB	-	-
TOTAL	5.3%	0.88

Two-Hour Count Summaries

Interval Start	High School Rd Eastbound				High School Rd Westbound				Middle School Rd Northbound				n/a Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	0	17	0	1	2	24	0	0	1	0	2	0	0	0	0	47	0
11:15 AM	0	0	26	0	0	0	26	0	0	0	0	2	0	0	0	0	54	0
11:30 AM	0	0	26	0	0	3	27	0	0	1	0	1	0	0	0	0	58	0
11:45 AM	0	0	24	0	0	1	32	0	0	0	0	4	0	0	0	0	61	220
12:00 PM	0	0	38	0	0	4	34	0	0	0	0	6	0	0	0	0	82	255
12:15 PM	0	0	37	1	0	6	31	0	0	0	0	2	0	0	0	0	77	278
12:30 PM	0	4	28	0	0	1	46	0	0	8	0	4	0	0	0	0	91	311
12:45 PM	0	0	29	0	0	1	36	0	0	0	0	3	0	0	0	0	69	319
Count Total	0	4	225	1	1	18	256	0	0	10	0	24	0	0	0	0	539	0
Peak Hour	All	0	4	132	1	0	12	147	0	0	8	0	15	0	0	0	319	0
	HV	0	0	8	0	0	0	9	0	0	0	0	0	0	0	0	17	0
	HV%	-	0%	6%	0%	-	0%	6%	-	-	0%	-	0%	-	-	-	5%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	0	2	1	0	3	0	0	0	0	0	0	16	17	0	33
11:15 AM	1	2	0	0	3	0	0	0	0	0	0	19	12	14	45
11:30 AM	2	3	0	0	5	0	0	0	0	0	0	17	16	10	43
11:45 AM	3	1	0	0	4	0	0	0	0	0	0	28	29	10	67
12:00 PM	2	1	0	0	3	0	0	0	0	0	1	48	49	53	151
12:15 PM	2	2	0	0	4	0	0	0	0	0	2	20	11	7	40
12:30 PM	3	4	0	0	7	0	0	0	0	0	0	49	43	49	141
12:45 PM	1	2	0	0	3	0	0	0	0	0	0	7	7	7	21
Count Total	14	17	1	0	32	0	0	0	0	0	3	204	184	150	541
Peak Hr	8	9	0	0	17	0	0	0	0	0	3	124	110	116	353

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	High School Rd				High School Rd				Middle School Rd				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	3	0
11:15 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0
11:30 AM	0	0	2	0	0	2	1	0	0	0	0	0	0	0	0	0	5	0
11:45 AM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	15
12:00 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	15
12:15 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	16
12:30 PM	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	7	18
12:45 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	17
Count Total	0	0	14	0	0	2	15	0	0	0	0	1	0	0	0	0	32	0
Peak Hour	0	0	8	0	0	0	9	0	0	0	0	0	0	0	0	0	17	0

Two-Hour Count Summaries - Bikes

Interval Start	High School Rd			High School Rd			Middle School Rd			n/a			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Middle School Rd High School Rd

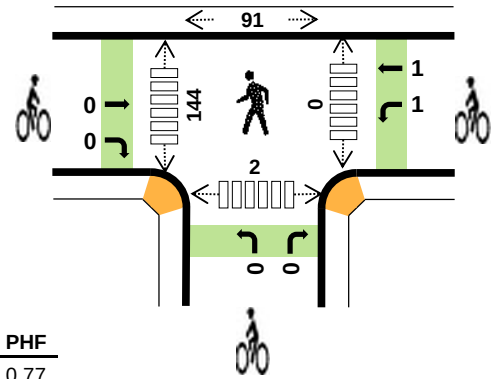
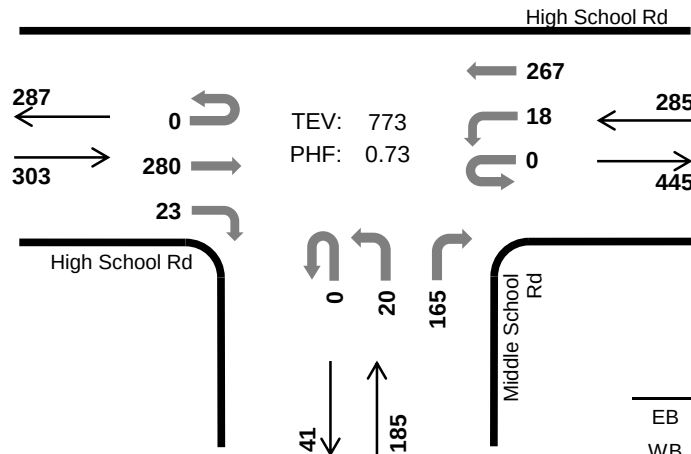


Peak Hour

Date: 10/17/2023

Count Period: 2:00 PM to 6:00 PM

Peak Hour: 3:30 PM to 4:30 PM



	HV %:	PHF
EB	7.3%	0.77
WB	4.2%	0.86
NB	9.7%	0.48
SB	-	-
TOTAL	6.7%	0.73

Four-Hour Count Summaries

Interval Start		High School Rd				High School Rd				Middle School Rd				n/a				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:30 PM		0	0	45	1	0	2	76	0	0	8	0	8	0	0	0	0	140	0
3:45 PM		0	0	69	7	0	13	70	0	0	7	0	44	0	0	0	0	210	0
4:00 PM		0	0	83	15	0	2	67	0	0	5	0	91	0	0	0	0	263	0
4:15 PM		0	0	83	0	0	1	54	0	0	0	0	22	0	0	0	0	160	773
Peak Hour	All	0	0	280	23	0	18	267	0	0	20	0	165	0	0	0	0	773	0
	HV	0	0	6	16	0	0	12	0	0	2	0	16	0	0	0	0	52	0
	HV%	-	-	2%	70%	-	0%	4%	-	-	10%	-	10%	-	-	-	-	7%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:30 PM	1	4	1	0	6	0	0	0	0	0	0	8	11	2	21
3:45 PM	4	2	2	0	8	0	1	0	0	1	0	83	45	0	128
4:00 PM	15	4	15	0	34	0	0	0	0	0	0	37	25	0	62
4:15 PM	2	2	0	0	4	0	1	0	0	1	0	16	10	0	26
Peak Hour	22	12	18	0	52	0	2	0	0	2	0	144	91	2	237

Four-Hour Count Summaries

Interval Start		High School Rd				High School Rd				Middle School Rd				n/a				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM		0	0	27	0	0	1	34	0	0	1	0	3	0	0	0	0	66	0
2:15 PM		0	0	31	0	0	0	46	0	0	1	0	6	0	0	0	0	84	0
2:30 PM		0	0	28	0	0	1	57	0	0	0	0	5	0	0	0	0	91	0
2:45 PM		0	0	78	1	0	2	55	0	0	1	0	4	0	0	0	0	141	382
3:00 PM		0	0	38	0	0	0	41	0	0	3	0	2	0	0	0	0	84	400
3:15 PM		0	0	37	0	0	0	70	0	0	1	0	4	0	0	0	0	112	428
3:30 PM		0	0	45	1	0	2	76	0	0	8	0	8	0	0	0	0	140	477
3:45 PM		0	0	69	7	0	13	70	0	0	7	0	44	0	0	0	0	210	546
4:00 PM		0	0	83	15	0	2	67	0	0	5	0	91	0	0	0	0	263	725
4:15 PM		0	0	83	0	0	1	54	0	0	0	0	22	0	0	0	0	160	773
4:30 PM		0	0	43	3	0	4	41	0	0	2	0	8	0	0	0	0	101	734
4:45 PM		0	0	48	0	0	1	73	0	0	0	0	6	0	0	0	0	128	652
5:00 PM		0	0	57	0	0	6	81	0	0	0	0	10	0	0	0	0	154	543
5:15 PM		0	0	61	1	0	14	70	0	0	3	0	9	0	0	0	0	158	541
5:30 PM		0	0	63	2	0	9	76	0	0	2	0	8	0	0	0	0	160	600
5:45 PM		0	0	57	1	0	6	61	0	0	3	0	7	0	0	0	0	135	607
Count Total		0	0	848	31	0	62	972	0	0	37	0	237	0	0	0	0	2,187	0
Peak Hour	All	0	0	280	23	0	18	267	0	0	20	0	165	0	0	0	0	773	0
	HV	0	0	6	16	0	0	12	0	0	2	0	16	0	0	0	0	52	0
	HV%	-	-	2%	70%	-	0%	4%	-	-	10%	-	10%	-	-	-	-	7%	0

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	3	2	2	0	7	0	0	0	0	0	0	1	0	2	3
2:15 PM	0	8	0	0	8	1	0	0	0	1	0	0	0	0	0
2:30 PM	1	1	0	0	2	1	0	0	0	1	1	18	25	18	62
2:45 PM	5	3	0	0	8	0	0	0	0	0	2	3	4	1	10
3:00 PM	0	2	0	0	2	1	0	0	0	1	0	18	15	17	50
3:15 PM	0	3	0	0	3	0	0	0	0	0	1	0	4	0	5
3:30 PM	1	4	1	0	6	0	0	0	0	0	0	8	11	2	21
3:45 PM	4	2	2	0	8	0	1	0	0	1	0	83	45	0	128
4:00 PM	15	4	15	0	34	0	0	0	0	0	0	37	25	0	62
4:15 PM	2	2	0	0	4	0	1	0	0	1	0	16	10	0	26
4:30 PM	0	2	0	0	2	0	1	1	0	2	0	1	6	0	7
4:45 PM	2	0	0	0	2	2	0	0	0	2	1	5	15	2	23
5:00 PM	0	3	1	0	4	0	1	0	0	1	0	5	9	0	14
5:15 PM	3	1	0	0	4	0	0	0	0	0	0	0	13	1	14
5:30 PM	1	0	0	0	1	0	1	0	0	1	1	1	6	0	8
5:45 PM	1	1	0	0	2	0	0	0	0	0	0	0	1	1	2
Count Total	38	38	21	0	97	5	5	1	0	11	6	196	189	44	435
Peak Hr	22	12	18	0	52	0	2	0	0	2	0	144	91	2	237

Four-Hour Count Summaries - Heavy Vehicles

Interval Start	High School Rd				High School Rd				Middle School Rd				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	3	0	0	0	2	0	0	0	0	2	0	0	0	0	7	0
2:15 PM	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	8	0
2:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
2:45 PM	0	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	8	25
3:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	20
3:15 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	15
3:30 PM	0	0	0	1	0	0	4	0	0	1	0	0	0	0	0	0	6	19
3:45 PM	0	0	1	3	0	0	2	0	0	1	0	1	0	0	0	0	8	19
4:00 PM	0	0	3	12	0	0	4	0	0	0	0	15	0	0	0	0	34	51
4:15 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	52
4:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	48
4:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	42
5:00 PM	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	4	12
5:15 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	12
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11
5:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	11
Count Total	0	0	22	16	0	0	38	0	0	2	0	19	0	0	0	0	97	0
Peak Hour	0	0	6	16	0	0	12	0	0	2	0	16	0	0	0	0	52	0

Four-Hour Count Summaries - Bikes

Interval Start	High School Rd			High School Rd			Middle School Rd			n/a			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
2:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	3
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	2
4:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	2	4
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	5
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	6
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	4	1	2	3	0	0	1	0	0	0	0	11	0
Peak Hour	0	0	0	1	1	0	0	0	0	0	0	0	2	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Gregory Ln High School Rd

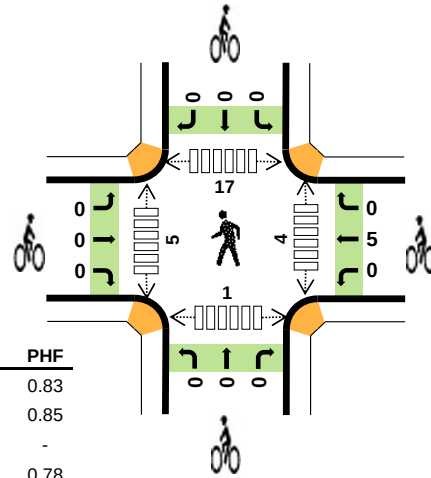
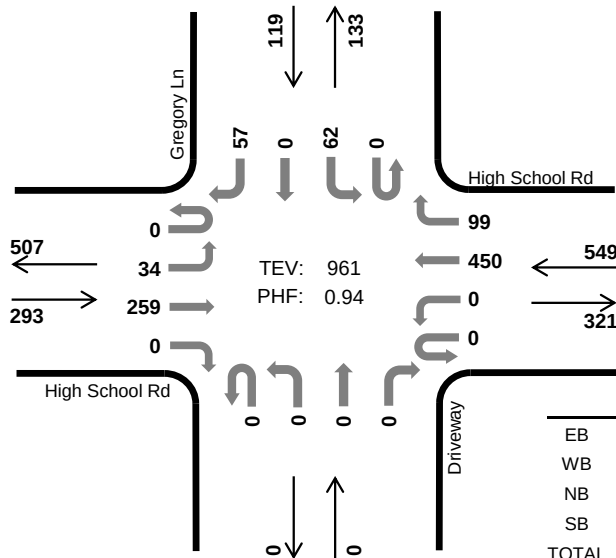


Peak Hour

Date: 10/17/2023

Count Period: 7:00 AM to 10:00 AM

Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	5.5%	0.83
WB	5.3%	0.85
NB	-	-
SB	9.2%	0.78
TOTAL	5.8%	0.94

Three-Hour Count Summaries

Interval Start		High School Rd				High School Rd				Driveway				Gregory Ln				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:45 AM		0	2	64	0	0	0	128	34	0	0	0	0	0	18	0	9	255	0
8:00 AM		0	12	68	0	0	0	100	32	0	0	0	0	0	19	0	12	243	0
8:15 AM		0	11	48	0	0	0	114	17	0	0	0	0	0	17	0	6	213	0
8:30 AM		0	9	79	0	0	0	108	16	0	0	0	0	0	8	0	30	250	961
Peak Hour	All	0	34	259	0	0	0	450	99	0	0	0	0	0	62	0	57	961	0
	HV	0	10	6	0	0	0	18	11	0	0	0	0	0	11	0	0	56	0
	HV%	-	29%	2%	-	-	-	4%	11%	-	-	-	-	-	18%	-	0%	6%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:45 AM	1	5	0	3	9	0	4	0	0	4	0	1	2	0	3
8:00 AM	5	8	0	4	17	0	0	0	0	0	2	2	2	0	6
8:15 AM	4	6	0	3	13	0	0	0	0	0	2	0	8	0	10
8:30 AM	6	10	0	1	17	0	1	0	0	1	0	2	5	1	8
Peak Hour	16	29	0	11	56	0	5	0	0	5	4	5	17	1	27

Three-Hour Count Summaries																			
Interval Start		High School Rd				High School Rd				Driveway				Gregory Ln				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	7:00 AM	0	3	19	0	0	0	21	13	0	0	0	1	0	8	0	3	68	0
	7:15 AM	0	2	31	0	0	0	30	26	0	0	0	0	0	9	0	3	101	0
	7:30 AM	0	4	28	0	0	0	62	22	0	0	0	0	0	13	0	3	132	0
	7:45 AM	0	2	64	0	0	0	128	34	0	0	0	0	0	18	0	9	255	556
	8:00 AM	0	12	68	0	0	0	100	32	0	0	0	0	0	19	0	12	243	731
	8:15 AM	0	11	48	0	0	0	114	17	0	0	0	0	0	17	0	6	213	843
	8:30 AM	0	9	79	0	0	0	108	16	0	0	0	0	0	8	0	30	250	961
	8:45 AM	0	12	79	0	0	0	99	19	0	0	0	0	1	13	0	18	241	947
	9:00 AM	0	8	49	0	0	0	39	29	0	0	0	0	0	7	0	10	142	846
	9:15 AM	0	2	31	0	0	0	27	11	0	0	0	0	0	11	0	5	87	720
	9:30 AM	0	2	29	0	0	0	22	25	0	0	0	0	0	7	0	3	88	558
	9:45 AM	0	9	38	0	0	0	28	7	0	0	0	0	0	18	0	6	106	423
Count Total		0	76	563	0	0	0	778	251	0	0	0	1	1	148	0	108	1,926	0
Peak Hour	All	0	34	259	0	0	0	450	99	0	0	0	0	0	62	0	57	961	0
	HV	0	10	6	0	0	0	18	11	0	0	0	0	0	11	0	0	56	0
	HV%	-	29%	2%	-	-	-	4%	11%	-	-	-	-	-	18%	-	0%	6%	0

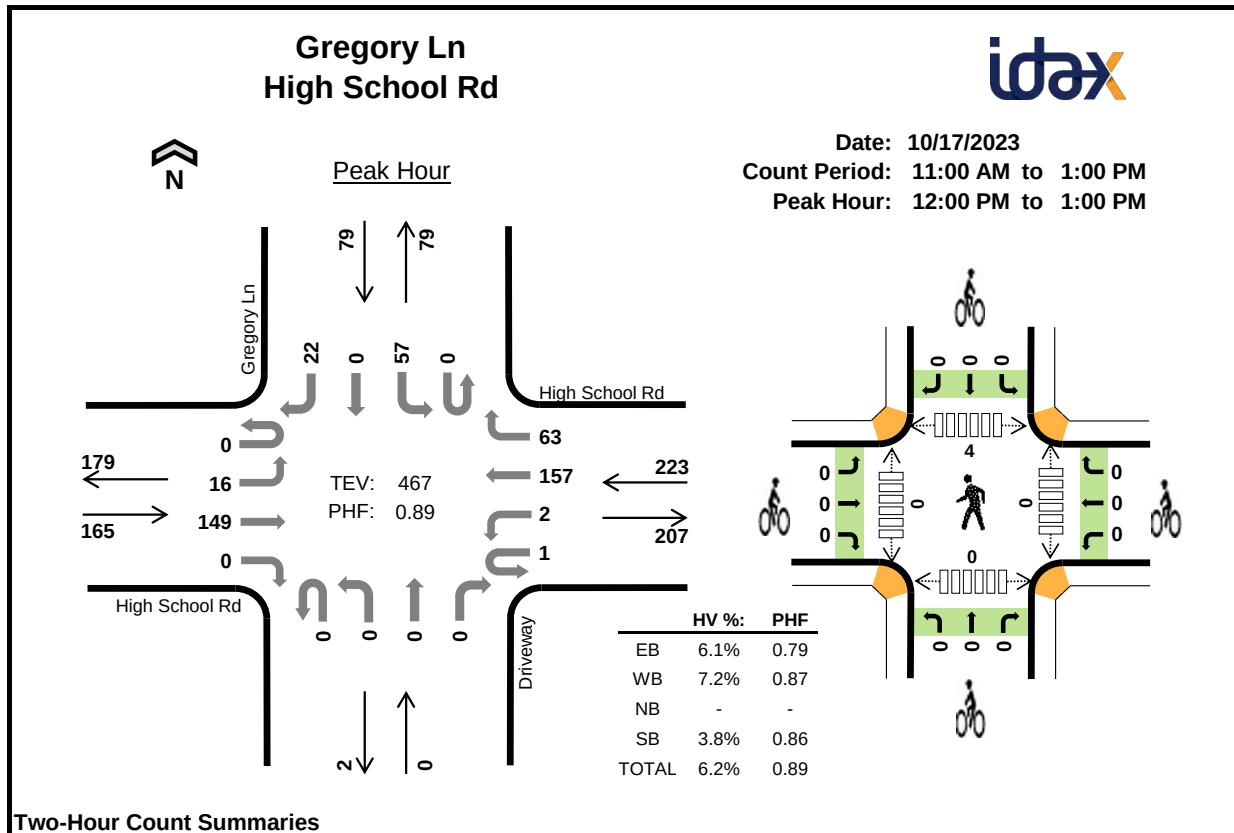
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	2	0	8	10	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	5	0	7	12	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	4	0	3	7	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	5	0	3	9	0	4	0	0	4	0	1	2	0	3
8:00 AM	5	8	0	4	17	0	0	0	0	0	2	2	2	0	6
8:15 AM	4	6	0	3	13	0	0	0	0	0	2	0	8	0	10
8:30 AM	6	10	0	1	17	0	1	0	0	1	0	2	5	1	8
8:45 AM	7	2	0	3	12	0	2	0	0	2	0	0	8	0	8
9:00 AM	3	1	0	2	6	0	0	0	0	0	0	0	3	0	3
9:15 AM	0	7	0	4	11	0	1	0	0	1	0	0	2	0	2
9:30 AM	0	6	0	2	8	1	0	0	0	1	0	0	0	0	0
9:45 AM	3	1	0	4	8	0	0	0	0	0	0	0	1	0	1
Count Total	29	57	0	44	130	1	8	0	0	9	4	5	31	1	41
Peak Hour	16	29	0	11	56	0	5	0	0	5	4	5	17	1	27

Three-Hour Count Summaries - Heavy Vehicles																		
Interval Start	High School Rd				High School Rd				Driveway				Gregory Ln				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	7	0	1	10	0
7:15 AM	0	0	0	0	0	0	1	4	0	0	0	0	0	5	0	2	12	0
7:30 AM	0	0	0	0	0	0	2	2	0	0	0	0	0	2	0	1	7	0
7:45 AM	0	0	1	0	0	0	3	2	0	0	0	0	0	3	0	0	9	38
8:00 AM	0	1	4	0	0	0	4	4	0	0	0	0	0	4	0	0	17	45
8:15 AM	0	3	1	0	0	0	5	1	0	0	0	0	0	3	0	0	13	46
8:30 AM	0	6	0	0	0	0	6	4	0	0	0	0	0	1	0	0	17	56
8:45 AM	0	7	0	0	0	0	1	1	0	0	0	0	1	2	0	0	12	59
9:00 AM	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	2	6	48
9:15 AM	0	0	0	0	0	0	4	3	0	0	0	0	0	3	0	1	11	46
9:30 AM	0	0	0	0	0	0	3	3	0	0	0	0	0	2	0	0	8	37
9:45 AM	0	1	2	0	0	0	1	0	0	0	0	0	0	3	0	1	8	33
Count Total	0	18	11	0	0	0	31	26	0	0	0	0	1	35	0	8	130	0
Peak Hour	0	10	6	0	0	0	18	11	0	0	0	0	0	11	0	0	56	0

Three-Hour Count Summaries - Bikes																	
Interval Start	High School Rd			High School Rd			Driveway			Gregory Ln			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
8:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	3
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
9:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
9:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	1	0	0	8	0	0	0	0	0	0	0	0	0	0	9	0
Peak Hour	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Interval Start		High School Rd				High School Rd				Driveway				Gregory Ln				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM		0	5	18	0	0	0	22	21	0	0	0	0	0	11	0	5	82	0
11:15 AM		0	3	30	0	0	0	22	14	0	0	0	0	0	13	0	5	87	0
11:30 AM		0	0	29	1	0	0	29	15	0	1	0	0	0	19	0	4	98	0
11:45 AM		0	5	25	0	0	0	31	9	0	0	0	0	0	19	0	4	93	360
12:00 PM		0	6	46	0	1	1	38	16	0	0	0	0	0	19	0	4	131	409
12:15 PM		0	4	37	0	0	1	34	18	0	0	0	0	0	14	0	7	115	437
12:30 PM		0	5	30	0	0	0	50	14	0	0	0	0	0	10	0	4	113	452
12:45 PM		0	1	36	0	0	0	35	15	0	0	0	0	0	14	0	7	108	467
Count Total		0	29	251	1	1	2	261	122	0	1	0	0	0	119	0	40	827	0
Peak Hour	All	0	16	149	0	1	2	157	63	0	0	0	0	0	57	0	22	467	0
	HV	0	2	8	0	0	2	9	5	0	0	0	0	0	3	0	0	29	0
	HV%	-	13%	5%	-	0%	100%	6%	8%	-	-	-	-	-	5%	-	0%	6%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	1	6	0	4	11	0	0	0	0	0	0	0	0	0	0
11:15 AM	1	4	0	4	9	0	0	0	0	0	0	0	2	0	2
11:30 AM	2	4	0	3	9	0	0	0	0	0	0	0	0	0	0
11:45 AM	2	3	0	4	9	0	0	0	0	0	0	0	0	0	0
12:00 PM	2	3	0	1	6	0	0	0	0	0	0	0	1	0	1
12:15 PM	2	5	0	1	8	0	0	0	0	0	0	0	2	0	2
12:30 PM	4	5	0	1	10	0	0	0	0	0	0	0	1	0	1
12:45 PM	2	3	0	0	5	0	0	0	0	0	0	0	0	0	0
Count Total	16	33	0	18	67	0	0	0	0	0	0	0	6	0	6
Peak Hour	10	16	0	3	29	0	0	0	0	0	0	0	4	0	4

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	High School Rd				High School Rd				Driveway				Gregory Ln				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	0	1	0	0	0	1	5	0	0	0	0	0	3	0	1	11	0
11:15 AM	0	1	0	0	0	0	1	3	0	0	0	0	0	2	0	2	9	0
11:30 AM	0	0	2	0	0	0	2	2	0	0	0	0	0	2	0	1	9	0
11:45 AM	0	2	0	0	0	0	1	2	0	0	0	0	0	4	0	0	9	38
12:00 PM	0	0	2	0	0	1	1	1	0	0	0	0	0	1	0	0	6	33
12:15 PM	0	1	1	0	0	1	2	2	0	0	0	0	0	1	0	0	8	32
12:30 PM	0	1	3	0	0	0	3	2	0	0	0	0	0	1	0	0	10	33
12:45 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5	29
Count Total	0	5	11	0	0	2	14	17	0	0	0	0	0	14	0	4	67	0
Peak Hour	0	2	8	0	0	2	9	5	0	0	0	0	0	3	0	0	29	0

Two-Hour Count Summaries - Bikes																		
Interval Start	High School Rd			High School Rd			Driveway			Gregory Ln			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:30 PM	2	3	0	3	8	0	0	0	0	0	0	0	9	0	9
3:45 PM	2	7	0	0	9	0	1	0	0	1	0	1	31	0	32
4:00 PM	18	2	0	3	23	2	0	0	0	2	0	0	32	0	32
4:15 PM	2	4	0	2	8	0	1	0	1	2	0	2	13	0	15
Peak Hour	24	16	0	8	48	2	2	0	1	5	0	3	85	0	88

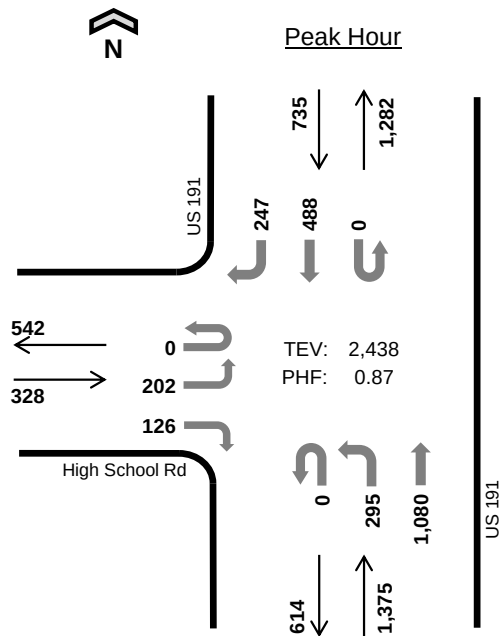
Four-Hour Count Summaries																			
Interval Start		High School Rd				High School Rd				Driveway				Gregory Ln				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM		0	6	24	0	0	0	34	11	0	0	0	0	0	21	0	3	99	0
2:15 PM		0	4	39	0	0	0	39	15	0	0	0	0	0	15	0	9	121	0
2:30 PM		0	2	33	0	0	0	52	15	0	0	0	0	0	24	0	5	131	0
2:45 PM		0	12	73	0	0	1	55	18	0	0	0	0	0	11	0	5	175	526
3:00 PM		0	5	41	0	0	2	46	19	0	0	0	0	0	17	0	5	135	562
3:15 PM		0	4	38	0	0	0	55	14	0	0	0	0	0	25	0	17	153	594
3:30 PM		0	5	60	0	0	0	69	20	0	0	0	0	0	18	0	13	185	648
3:45 PM		0	7	104	0	0	0	78	26	0	0	0	0	0	23	0	7	245	718
4:00 PM		0	14	168	0	0	0	53	20	0	0	0	0	0	18	0	9	282	865
4:15 PM		0	9	97	0	0	0	49	16	0	0	0	0	0	17	0	5	193	905
4:30 PM		0	5	47	0	0	0	47	25	0	0	0	0	0	24	0	2	150	870
4:45 PM		0	5	53	0	0	0	64	10	0	0	0	0	0	25	0	12	169	794
5:00 PM		0	6	62	0	0	0	78	18	0	0	0	0	0	30	0	9	203	715
5:15 PM		0	9	61	0	0	0	76	18	0	0	0	0	0	21	0	14	199	721
5:30 PM		0	9	62	0	0	0	73	16	0	0	0	0	0	21	0	10	191	762
5:45 PM		0	7	57	0	0	0	58	9	0	0	0	0	0	16	0	8	155	748
Count Total		0	109	1,019	0	0	3	926	270	0	0	0	0	0	326	0	133	2,786	0
Peak Hour	All	0	35	429	0	0	0	249	82	0	0	0	0	0	76	0	34	905	0
	HV	0	3	21	0	0	0	9	7	0	0	0	0	0	5	0	3	48	0
	HV%	-	9%	5%	-	-	-	4%	9%	-	-	-	-	-	7%	-	9%	5%	0
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)								
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total				
2:00 PM	5	1	0	2	8	1	1	0	1	3	0	0	3	0	3				
2:15 PM	2	3	0	14	19	1	0	0	0	1	0	0	0	0	0				
2:30 PM	2	3	0	11	16	1	0	0	0	1	0	0	5	0	5				
2:45 PM	6	3	0	1	10	0	0	0	0	0	0	0	5	0	5				
3:00 PM	2	8	0	2	12	1	0	0	0	1	0	0	1	0	1				
3:15 PM	1	3	0	5	9	0	1	0	0	1	0	0	3	0	3				
3:30 PM	2	3	0	3	8	0	0	0	0	0	0	0	9	0	9				
3:45 PM	2	7	0	0	9	0	1	0	0	1	0	1	31	0	32				
4:00 PM	18	2	0	3	23	2	0	0	0	2	0	0	32	0	32				
4:15 PM	2	4	0	2	8	0	1	0	1	2	0	2	13	0	15				
4:30 PM	0	12	0	2	14	0	0	0	1	1	0	4	0	0	4				
4:45 PM	4	1	0	1	6	3	0	0	0	3	2	4	6	0	12				
5:00 PM	0	8	0	1	9	0	2	0	0	2	0	0	5	0	5				
5:15 PM	0	5	0	0	5	1	0	0	0	1	0	0	5	0	5				
5:30 PM	0	3	0	1	4	0	0	0	0	0	0	0	9	0	9				
5:45 PM	1	2	0	1	4	0	0	0	0	0	0	0	0	0	0				
Count Total	47	68	0	49	164	10	6	0	3	19	2	11	127	0	140				
Peak Hour	24	16	0	8	48	2	2	0	1	5	0	3	85	0	88				

Four-Hour Count Summaries - Heavy Vehicles																		
Interval Start	High School Rd				High School Rd				Driveway				Gregory Ln				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	3	2	0	0	0	1	0	0	0	0	0	0	2	0	0	8	0
2:15 PM	0	0	2	0	0	0	1	2	0	0	0	0	0	7	0	7	19	0
2:30 PM	0	1	1	0	0	0	1	2	0	0	0	0	0	11	0	0	16	0
2:45 PM	0	1	5	0	0	1	1	1	0	0	0	0	0	1	0	0	10	53
3:00 PM	0	1	1	0	0	2	3	3	0	0	0	0	0	2	0	0	12	57
3:15 PM	0	0	1	0	0	0	2	1	0	0	0	0	0	3	0	2	9	47
3:30 PM	0	0	2	0	0	0	2	1	0	0	0	0	0	1	0	2	8	39
3:45 PM	0	1	1	0	0	0	4	3	0	0	0	0	0	0	0	0	9	38
4:00 PM	0	1	17	0	0	0	1	1	0	0	0	0	0	2	0	1	23	49
4:15 PM	0	1	1	0	0	0	2	2	0	0	0	0	0	2	0	0	8	48
4:30 PM	0	0	0	0	0	0	1	11	0	0	0	0	0	2	0	0	14	54
4:45 PM	0	0	4	0	0	0	0	1	0	0	0	0	0	1	0	0	6	51
5:00 PM	0	0	0	0	0	0	2	6	0	0	0	0	0	0	0	1	9	37
5:15 PM	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	5	34
5:30 PM	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	4	24
5:45 PM	0	1	0	0	0	0	1	1	0	0	0	0	0	1	0	0	4	22
Count Total	0	10	37	0	0	3	23	42	0	0	0	0	0	35	0	14	164	0
Peak Hour	0	3	21	0	0	0	9	7	0	0	0	0	0	5	0	3	48	0

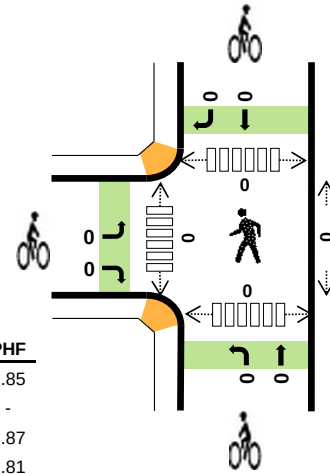
Four-Hour Count Summaries - Bikes																		
Interval Start	High School Rd			High School Rd			Driveway			Gregory Ln			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
2:00 PM	0	1	0	0	1	0	0	0	0	1	0	0	3	0				
2:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0				
2:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0				
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5				
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	3				
3:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	3				
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
3:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	3				
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	4				
4:15 PM	0	0	0	0	1	0	0	0	0	1	0	0	2	5				
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	6				
4:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	3	8				
5:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	8				
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	7				
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6				
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3				
Count Total	0	10	0	0	5	1	0	0	0	3	0	0	19	0				
Peak Hour	0	2	0	0	2	0	0	0	0	1	0	0	5	0				

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

US 191 High School Rd



Date: 10/17/2023
Count Period: 7:00 AM to 10:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	6.4%	0.85
WB	-	-
NB	6.5%	0.87
SB	6.9%	0.81
TOTAL	6.6%	0.87

Three-Hour Count Summaries

Interval Start		High School Rd				n/a				US 191				US 191				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:45 AM		0	52	0	28	0	0	0	0	0	78	317	0	0	0	152	74	701	0
8:00 AM		0	45	0	39	0	0	0	0	0	88	273	0	0	0	112	48	605	0
8:15 AM		0	34	0	33	0	0	0	0	0	62	255	0	0	0	140	69	593	0
8:30 AM		0	71	0	26	0	0	0	0	0	67	235	0	0	0	84	56	539	2,438
Peak Hour	All	0	202	0	126	0	0	0	0	0	295	1,080	0	0	0	488	247	2,438	0
	HV	0	6	0	15	0	0	0	0	0	17	72	0	0	0	42	9	161	0
	HV%	-	3%	-	12%	-	-	-	-	-	6%	7%	-	-	-	9%	4%	7%	0

Note: For all three-hour count summary, see next page.

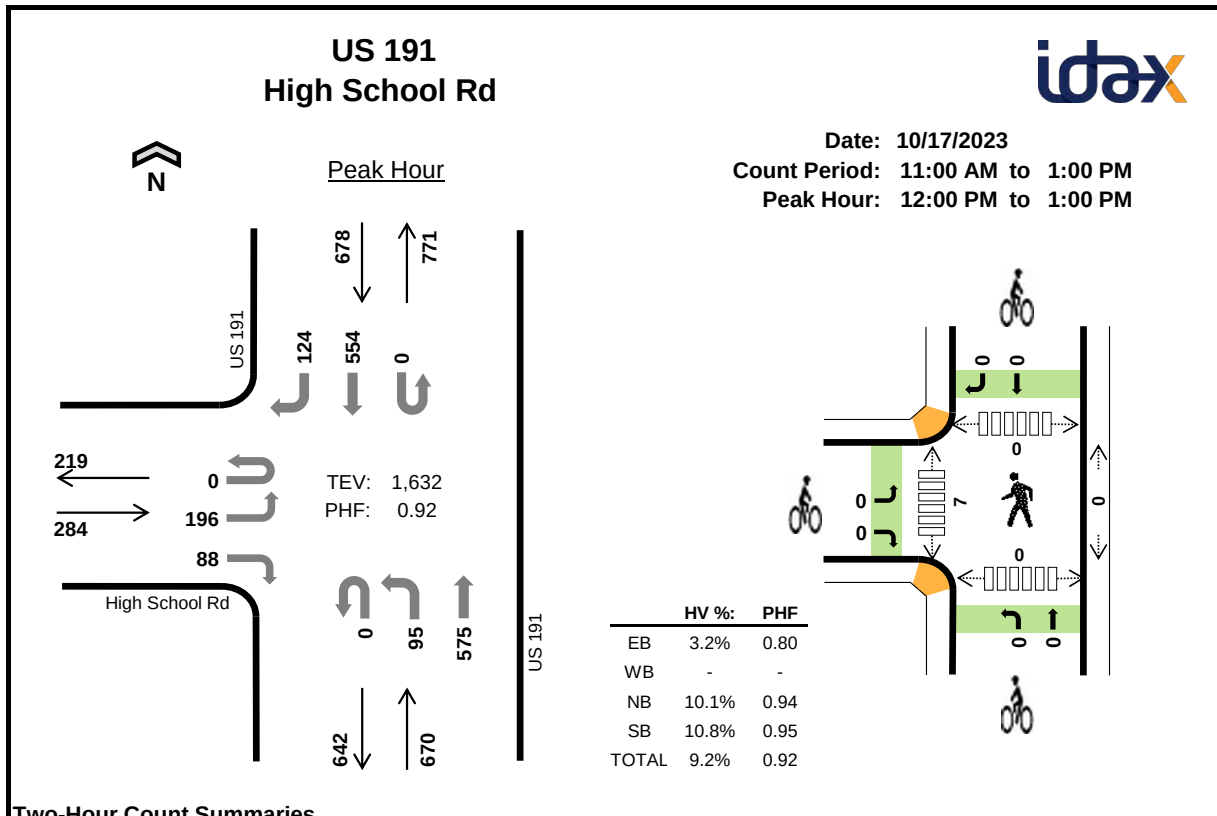
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:45 AM	6	0	17	14	37	0	0	0	0	0	0	0	0	0	0
8:00 AM	7	0	25	9	41	0	0	0	0	0	0	0	0	0	0
8:15 AM	6	0	25	15	46	0	0	0	0	0	0	0	0	0	0
8:30 AM	2	0	22	13	37	0	0	0	0	0	0	0	0	0	0
Peak Hour	21	0	89	51	161	0	0	0	0	0	0	0	0	0	0

Three-Hour Count Summaries																			
Interval Start		High School Rd				n/a				US 191				US 191				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	23	0	5	0	0	0	0	0	27	172	0	0	0	83	12		
7:15 AM		0	26	0	18	0	0	0	0	0	31	233	0	0	0	66	10		
7:30 AM		0	20	0	14	0	0	0	0	0	60	289	0	0	0	105	33		
7:45 AM		0	52	0	28	0	0	0	0	0	78	317	0	0	0	152	74		
8:00 AM		0	45	0	39	0	0	0	0	0	88	273	0	0	0	112	48		
8:15 AM		0	34	0	33	0	0	0	0	0	62	255	0	0	0	140	69		
8:30 AM		0	71	0	26	0	0	0	0	0	67	235	0	0	0	84	56		
8:45 AM		0	72	0	32	0	0	0	0	0	44	253	0	0	0	125	59		
9:00 AM		0	46	0	17	0	0	0	0	0	38	203	0	0	0	110	28		
9:15 AM		0	35	0	25	0	0	0	0	0	16	160	0	0	0	97	24		
9:30 AM		0	30	0	11	0	0	0	0	0	25	159	0	0	0	105	20		
9:45 AM		0	37	0	20	0	0	0	0	0	17	165	0	0	0	98	13		
Count Total		0	491	0	268	0	0	0	0	0	553	2,714	0	0	0	1,277	446		
Peak Hour	All	0	202	0	126	0	0	0	0	0	295	1,080	0	0	0	488	247		
	HV	0	6	0	15	0	0	0	0	0	17	72	0	0	0	42	9		
	HV%	-	3%	-	12%	-	-	-	-	-	6%	7%	-	-	-	9%	4%		
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
7:00 AM		6	0	7	3	16	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM		2	0	16	4	22	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM		2	0	21	11	34	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM		6	0	17	14	37	0	0	0	0	0	0	0	0	0	0	0		
8:00 AM		7	0	25	9	41	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM		6	0	25	15	46	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM		2	0	22	13	37	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM		1	0	22	10	33	0	0	0	0	0	0	0	0	0	0	0		
9:00 AM		2	0	20	11	33	0	0	0	0	0	0	0	0	0	0	0		
9:15 AM		1	0	24	17	42	0	0	0	0	0	0	0	0	0	0	0		
9:30 AM		3	0	23	17	43	0	0	0	0	0	0	0	0	0	0	0		
9:45 AM		4	0	6	14	24	0	0	0	0	0	0	0	0	0	0	0		
Count Total		42	0	228	138	408	0	0	0	0	0	0	0	0	0	0	0		
Peak Hr		21	0	89	51	161	0	0	0	0	0	0	0	0	0	0	0		

Three-Hour Count Summaries - Heavy Vehicles																		
Interval Start	High School Rd				n/a				US 191				US 191				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	5	0	1	0	0	0	0	0	1	6	0	0	0	3	0	16	0
7:15 AM	0	2	0	0	0	0	0	0	0	0	16	0	0	0	2	2	22	0
7:30 AM	0	2	0	0	0	0	0	0	0	3	18	0	0	0	10	1	34	0
7:45 AM	0	2	0	4	0	0	0	0	0	1	16	0	0	0	11	3	37	109
8:00 AM	0	2	0	5	0	0	0	0	0	7	18	0	0	0	8	1	41	134
8:15 AM	0	0	0	6	0	0	0	0	0	4	21	0	0	0	14	1	46	158
8:30 AM	0	2	0	0	0	0	0	0	0	5	17	0	0	0	9	4	37	161
8:45 AM	0	1	0	0	0	0	0	0	0	0	22	0	0	0	8	2	33	157
9:00 AM	0	1	0	1	0	0	0	0	0	2	18	0	0	0	11	0	33	149
9:15 AM	0	0	0	1	0	0	0	0	0	3	21	0	0	0	13	4	42	145
9:30 AM	0	1	0	2	0	0	0	0	0	4	19	0	0	0	15	2	43	151
9:45 AM	0	1	0	3	0	0	0	0	0	1	5	0	0	0	13	1	24	142
Count Total	0	19	0	23	0	0	0	0	0	31	197	0	0	0	117	21	408	0
Peak Hour	0	6	0	15	0	0	0	0	0	17	72	0	0	0	42	9	161	0

Three-Hour Count Summaries - Bikes																		
Interval Start	High School Rd				n/a				US 191				US 191				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
7:00 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
7:15 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
7:30 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
7:45 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
8:00 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
8:15 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
8:30 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
8:45 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
9:00 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
9:15 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
9:30 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
9:45 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
Count Total	0	0	0		0	0	0		0	0	0		0	0	0		0	0
Peak Hour	0	0	0		0	0	0		0	0	0		0	0	0		0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

**Two-Hour Count Summaries**

Interval Start		High School Rd				n/a				US 191				US 191				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM		0	28	0	20	0	0	0	0	0	22	143	0	0	0	115	23	351	0
11:15 AM		0	37	0	25	0	0	0	0	0	22	151	0	0	0	147	26	408	0
11:30 AM		0	41	0	26	0	0	0	0	0	16	161	0	0	0	127	23	394	0
11:45 AM		0	40	0	20	0	0	0	0	0	16	147	0	0	0	127	20	370	1,523
12:00 PM		0	59	0	30	0	0	0	0	0	24	154	0	0	0	137	41	445	1,617
12:15 PM		0	46	0	20	0	0	0	0	0	25	125	0	0	0	126	29	371	1,580
12:30 PM		0	37	0	17	0	0	0	0	0	30	133	0	0	0	137	29	383	1,569
12:45 PM		0	54	0	21	0	0	0	0	0	16	163	0	0	0	154	25	433	1,632
Count Total		0	342	0	179	0	0	0	0	0	171	1,177	0	0	0	1,070	216	3,155	0
Peak Hour	All	0	196	0	88	0	0	0	0	0	95	575	0	0	0	554	124	1,632	0
	HV	0	6	0	3	0	0	0	0	0	8	60	0	0	0	65	8	150	0
	HV%	-	3%	-	3%	-	-	-	-	-	8%	10%	-	-	-	12%	6%	9%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

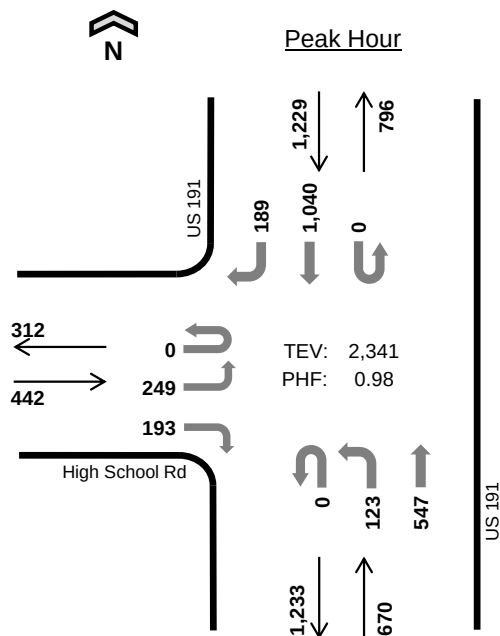
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	3	0	23	13	39	0	0	0	0	0	0	2	0	0	2
11:15 AM	2	0	24	19	45	0	0	0	0	0	0	0	0	0	0
11:30 AM	6	0	16	20	42	0	0	0	0	0	0	2	0	0	2
11:45 AM	3	0	19	17	39	0	0	0	0	0	0	0	0	0	0
12:00 PM	3	0	15	24	42	0	0	0	0	0	0	2	0	0	2
12:15 PM	0	0	19	18	37	0	0	0	0	0	0	0	0	0	0
12:30 PM	4	0	14	16	34	0	0	0	0	0	0	3	0	0	3
12:45 PM	2	0	20	15	37	0	0	0	0	0	0	2	0	0	2
Count Total	23	0	150	142	315	0	0	0	0	0	0	11	0	0	11
Peak Hr	9	0	68	73	150	0	0	0	0	0	0	7	0	0	7

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	High School Rd				n/a				US 191				US 191				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	2	0	1	0	0	0	0	0	2	21	0	0	0	12	1	39	0
11:15 AM	0	1	0	1	0	0	0	0	0	3	21	0	0	0	18	1	45	0
11:30 AM	0	2	0	4	0	0	0	0	0	3	13	0	0	0	17	3	42	0
11:45 AM	0	2	0	1	0	0	0	0	0	1	18	0	0	0	15	2	39	165
12:00 PM	0	1	0	2	0	0	0	0	0	0	15	0	0	0	22	2	42	168
12:15 PM	0	0	0	0	0	0	0	0	0	2	17	0	0	0	15	3	37	160
12:30 PM	0	3	0	1	0	0	0	0	0	3	11	0	0	0	14	2	34	152
12:45 PM	0	2	0	0	0	0	0	0	0	3	17	0	0	0	14	1	37	150
Count Total	0	13	0	10	0	0	0	0	0	17	133	0	0	0	127	15	315	0
Peak Hour	0	6	0	3	0	0	0	0	0	8	60	0	0	0	65	8	150	0

Two-Hour Count Summaries - Bikes																		
Interval Start	High School Rd				n/a				US 191				US 191				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
11:00 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
11:15 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
11:30 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
11:45 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
12:00 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
12:15 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
12:30 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
12:45 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
Count Total	0	0	0		0	0	0		0	0	0		0	0	0		0	0
Peak Hour	0	0	0		0	0	0		0	0	0		0	0	0		0	0

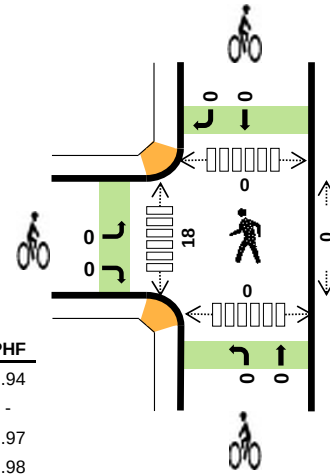
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

US 191 High School Rd



Date: 10/17/2023
Count Period: 2:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM

	HV %:	PHF
EB	1.8%	0.94
WB	-	-
NB	3.3%	0.97
SB	5.6%	0.98
TOTAL	4.2%	0.98



Four-Hour Count Summaries

Interval Start		High School Rd				n/a				US 191				US 191				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	57	0	55	0	0	0	0	0	25	145	0	0	0	262	50	594	0
4:45 PM		0	67	0	35	0	0	0	0	0	24	143	0	0	0	264	38	571	0
5:00 PM		0	62	0	55	0	0	0	0	0	30	142	0	0	0	251	56	596	0
5:15 PM		0	63	0	48	0	0	0	0	0	44	117	0	0	0	263	45	580	2,341
Peak Hour	All	0	249	0	193	0	0	0	0	0	123	547	0	0	0	1,040	189	2,341	0
	HV	0	4	0	4	0	0	0	0	0	7	15	0	0	0	50	19	99	0
	HV%	-	2%	-	2%	-	-	-	-	-	6%	3%	-	-	-	5%	10%	4%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	3	0	10	22	35	0	0	0	0	0	0	4	0	0	4
4:45 PM	5	0	6	16	27	0	0	0	0	0	0	4	0	0	4
5:00 PM	0	0	4	18	22	0	0	0	0	0	0	3	0	0	3
5:15 PM	0	0	2	13	15	0	0	0	0	0	0	7	0	0	7
Peak Hour	8	0	22	69	99	0	0	0	0	0	0	18	0	0	18

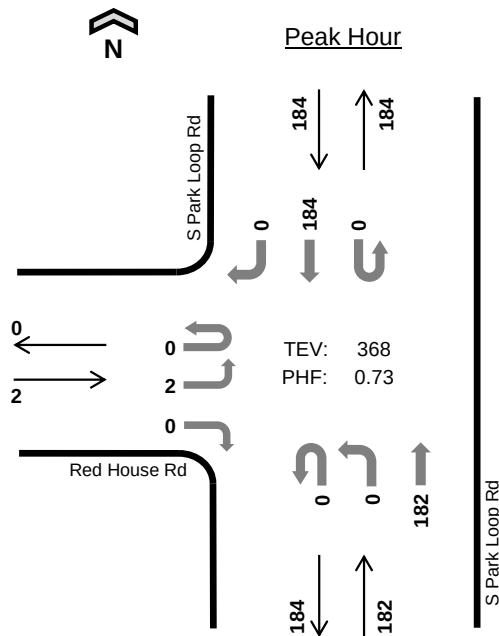
Four-Hour Count Summaries																			
Interval Start		High School Rd				n/a				US 191				US 191				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
2:00 PM	0	44	0	21	0	0	0	0	0	7	138	0	0	0	134	26	370		
2:15 PM	0	59	0	25	0	0	0	0	0	15	134	0	0	0	162	30	425		
2:30 PM	0	52	0	36	0	0	0	0	0	21	140	0	0	0	130	42	421		
2:45 PM	0	55	0	39	0	0	0	0	0	22	125	0	0	0	121	42	404		
3:00 PM	0	49	0	35	0	0	0	0	0	18	117	0	0	0	164	38	421		
3:15 PM	0	51	0	33	0	0	0	0	0	26	122	0	0	0	169	32	433		
3:30 PM	0	71	0	37	0	0	0	0	0	21	129	0	0	0	155	52	465		
3:45 PM	0	91	0	45	0	0	0	0	0	40	135	0	0	0	189	47	547		
4:00 PM	0	129	0	54	0	0	0	0	0	14	142	0	0	0	216	29	584		
4:15 PM	0	87	0	45	0	0	0	0	0	26	140	0	0	0	240	34	572		
4:30 PM	0	57	0	55	0	0	0	0	0	25	145	0	0	0	262	50	594		
4:45 PM	0	67	0	35	0	0	0	0	0	24	143	0	0	0	264	38	571		
5:00 PM	0	62	0	55	0	0	0	0	0	30	142	0	0	0	251	56	596		
5:15 PM	0	63	0	48	0	0	0	0	0	44	117	0	0	0	263	45	580		
5:30 PM	0	52	0	47	0	0	0	0	0	25	119	0	0	0	269	42	554		
5:45 PM	0	62	0	59	0	0	0	0	0	27	105	0	0	0	214	30	497		
Count Total		0	1,051	0	669	0	0	0	0	0	385	2,093	0	0	0	3,203	633	8,034	
Peak Hour	All	0	249	0	193	0	0	0	0	0	123	547	0	0	0	1,040	189	2,341	
	HV	0	4	0	4	0	0	0	0	0	7	15	0	0	0	50	19	99	
	HV%	-	2%	-	2%	-	-	-	-	-	6%	3%	-	-	-	5%	10%	4%	
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)								
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total				
2:00 PM	4	0	10	16	30	0	0	0	0	0	0	1	0	0	0	1			
2:15 PM	7	0	15	12	34	0	0	0	0	0	0	2	0	0	0	2			
2:30 PM	10	0	15	10	35	0	0	0	0	0	0	1	0	0	0	1			
2:45 PM	4	0	14	21	39	0	0	0	0	0	0	4	0	0	0	4			
3:00 PM	2	0	12	20	34	0	0	0	0	0	0	2	0	0	0	2			
3:15 PM	4	0	16	13	33	0	0	0	0	0	0	4	0	0	0	4			
3:30 PM	4	0	14	20	38	0	0	0	0	0	0	1	0	0	0	1			
3:45 PM	1	0	16	16	33	0	0	0	0	0	0	4	0	0	0	4			
4:00 PM	18	0	15	14	47	0	0	0	0	0	0	2	0	0	0	2			
4:15 PM	2	0	8	20	30	0	0	0	0	0	0	3	0	0	0	3			
4:30 PM	3	0	10	22	35	0	0	0	0	0	0	4	0	0	0	4			
4:45 PM	5	0	6	16	27	0	0	0	0	0	0	4	0	0	0	4			
5:00 PM	0	0	4	18	22	0	0	0	0	0	0	3	0	0	0	3			
5:15 PM	0	0	2	13	15	0	0	0	0	0	0	7	0	0	0	7			
5:30 PM	0	0	2	12	14	0	0	0	0	0	0	4	0	0	0	4			
5:45 PM	1	0	3	8	12	0	0	0	0	0	0	2	0	0	0	2			
Count Total		65	0	162	251	478	0	0	0	0	0	0	48	0	0	0	48		
Peak Hr		8	0	22	69	99	0	0	0	0	0	0	18	0	0	0	18		

Four-Hour Count Summaries - Heavy Vehicles																		
Interval Start	High School Rd				n/a				US 191				US 191				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	4	0	0	0	0	0	0	0	1	9	0	0	0	15	1	30	0
2:15 PM	0	5	0	2	0	0	0	0	0	0	15	0	0	0	11	1	34	0
2:30 PM	0	2	0	8	0	0	0	0	0	0	15	0	0	0	9	1	35	0
2:45 PM	0	2	0	2	0	0	0	0	0	1	13	0	0	0	19	2	39	138
3:00 PM	0	1	0	1	0	0	0	0	0	2	10	0	0	0	15	5	34	142
3:15 PM	0	2	0	2	0	0	0	0	0	3	13	0	0	0	12	1	33	141
3:30 PM	0	3	0	1	0	0	0	0	0	1	13	0	0	0	19	1	38	144
3:45 PM	0	0	0	1	0	0	0	0	0	3	13	0	0	0	14	2	33	138
4:00 PM	0	14	0	4	0	0	0	0	0	0	15	0	0	0	12	2	47	151
4:15 PM	0	0	0	2	0	0	0	0	0	2	6	0	0	0	16	4	30	148
4:30 PM	0	0	0	3	0	0	0	0	0	4	6	0	0	0	12	10	35	145
4:45 PM	0	4	0	1	0	0	0	0	0	0	6	0	0	0	16	0	27	139
5:00 PM	0	0	0	0	0	0	0	0	0	2	2	0	0	0	11	7	22	114
5:15 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	11	2	15	99
5:30 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	10	2	14	78
5:45 PM	0	0	0	1	0	0	0	0	0	1	2	0	0	0	7	1	12	63
Count Total	0	37	0	28	0	0	0	0	0	22	140	0	0	0	209	42	478	0
Peak Hour	0	4	0	4	0	0	0	0	0	7	15	0	0	0	50	19	99	0

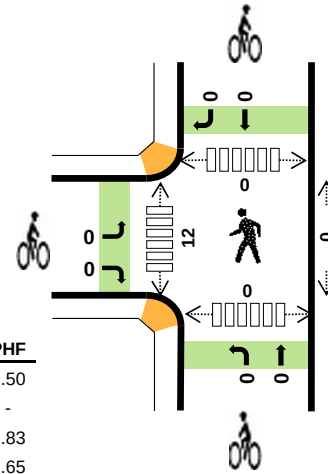
Four-Hour Count Summaries - Bikes																
Interval Start	High School Rd			n/a			US 191			US 191			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

S Park Loop Rd Red House Rd



Date: 10/17/2023
Count Period: 7:00 AM to 10:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.0%	0.50
WB	-	-
NB	1.6%	0.83
SB	2.7%	0.65
TOTAL	2.2%	0.73

Three-Hour Count Summaries

Interval Start		Red House Rd				n/a				S Park Loop Rd				S Park Loop Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:45 AM		0	1	0	0	0	0	0	0	0	0	38	0	0	0	54	0	93	0
8:00 AM		0	0	0	0	0	0	0	0	0	0	55	0	0	0	71	0	126	0
8:15 AM		0	1	0	0	0	0	0	0	0	0	41	0	0	0	35	0	77	0
8:30 AM		0	0	0	0	0	0	0	0	0	0	48	0	0	0	24	0	72	368
Peak Hour	All	0	2	0	0	0	0	0	0	0	0	182	0	0	0	184	0	368	0
	HV	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0	8	0
	HV%	-	0%	-	-	-	-	-	-	-	-	2%	-	-	-	3%	-	2%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:45 AM	0	0	0	3	3	0	0	0	0	0	0	1	0	0	1
8:00 AM	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4
8:15 AM	0	0	2	0	2	0	0	0	0	0	0	2	0	0	2
8:30 AM	0	0	0	2	2	0	0	0	0	0	0	5	0	0	5
Peak Hour	0	0	3	5	8	0	0	0	0	0	0	12	0	0	12

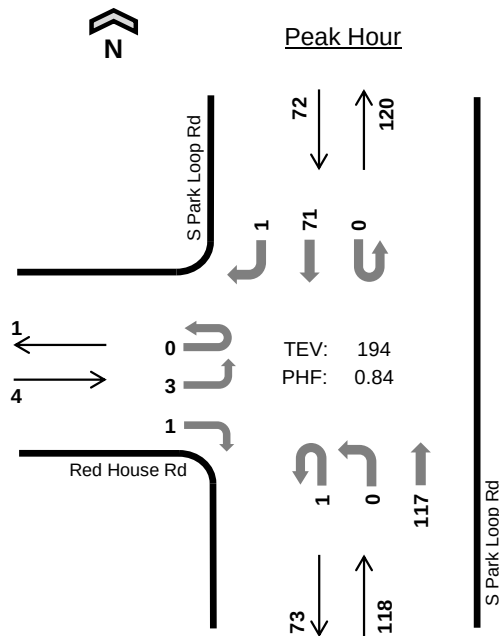
Three-Hour Count Summaries																			
Interval Start		Red House Rd				n/a				S Park Loop Rd				S Park Loop Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	0	0	0	0	0	0	0	6	0	0	0	34	0		
7:15 AM		0	0	0	0	0	0	0	0	0	0	14	0	0	0	33	0		
7:30 AM		0	0	0	0	0	0	0	0	0	0	16	0	0	0	25	1		
7:45 AM		0	1	0	0	0	0	0	0	0	0	38	0	0	0	54	0		
8:00 AM		0	0	0	0	0	0	0	0	0	0	55	0	0	0	71	0		
8:15 AM		0	1	0	0	0	0	0	0	0	0	41	0	0	0	35	0		
8:30 AM		0	0	0	0	0	0	0	0	0	0	48	0	0	0	24	0		
8:45 AM		0	0	0	0	0	0	0	0	0	0	51	0	0	0	30	2		
9:00 AM		0	0	0	0	0	0	0	0	0	0	12	0	0	0	31	1		
9:15 AM		0	0	0	0	0	0	0	0	0	1	26	0	0	0	18	1		
9:30 AM		0	0	0	0	0	0	0	0	0	0	23	0	0	0	21	1		
9:45 AM		0	2	0	0	0	0	0	0	0	1	26	0	0	0	21	0		
Count Total		0	4	0	0	0	0	0	0	0	2	356	0	0	0	397	6		
Peak Hour	All	0	2	0	0	0	0	0	0	0	0	182	0	0	0	184	0		
	HV	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0		
	HV%	-	0%	-	-	-	-	-	-	-	-	2%	-	-	-	3%	-		
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
7:00 AM		0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM		0	0	1	1	2	0	0	0	0	0	0	1	0	0	0	1		
7:30 AM		0	0	0	2	2	0	0	0	0	0	0	3	0	0	0	3		
7:45 AM		0	0	0	3	3	0	0	0	0	0	0	1	0	0	0	1		
8:00 AM		0	0	1	0	1	0	0	0	0	0	0	4	0	0	0	4		
8:15 AM		0	0	2	0	2	0	0	0	0	0	0	2	0	0	0	2		
8:30 AM		0	0	0	2	2	0	0	0	0	0	0	5	0	0	0	5		
8:45 AM		0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0		
9:00 AM		0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0		
9:15 AM		0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0		
9:30 AM		0	0	2	2	4	0	0	0	0	0	0	1	0	0	0	1		
9:45 AM		0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0		
Count Total		0	0	14	19	33	0	0	0	0	0	0	17	0	0	0	17		
Peak Hr		0	0	3	5	8	0	0	0	0	0	0	12	0	0	0	12		

Three-Hour Count Summaries - Heavy Vehicles																			
Interval Start	Red House Rd				n/a				S Park Loop Rd				S Park Loop Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	8
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	8
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	8
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	8
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4	9
9:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3	11
9:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4	13
9:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4	15
9:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5	16
Count Total	0	0	0	0	0	0	0	0	0	0	14	0	0	0	19	0	0	33	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0	0	8	0

Three-Hour Count Summaries - Bikes																			
Interval Start	Red House Rd			n/a			S Park Loop Rd			S Park Loop Rd			15-min Total	Rolling One Hour					
	Eastbound			Westbound			Northbound			Southbound									
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT							
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

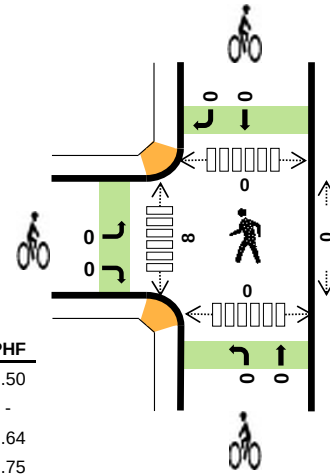
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

S Park Loop Rd Red House Rd



Date: 10/17/2023
Count Period: 11:00 AM to 1:00 PM
Peak Hour: 11:45 AM to 12:45 PM

	HV %:	PHF
EB	0.0%	0.50
WB	-	-
NB	5.9%	0.64
SB	4.2%	0.75
TOTAL	5.2%	0.84



Two-Hour Count Summaries

Interval Start		Red House Rd				n/a				S Park Loop Rd				S Park Loop Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM		0	0	0	0	0	0	0	0	0	0	23	0	0	0	17	0	40	0
11:15 AM		0	0	0	0	0	0	0	0	0	0	21	0	0	0	16	2	39	0
11:30 AM		0	0	0	0	0	0	0	0	0	0	17	0	0	0	22	1	40	0
11:45 AM		0	1	0	0	0	0	0	0	1	0	26	0	0	0	22	0	50	169
12:00 PM		0	0	0	0	0	0	0	0	0	0	46	0	0	0	12	0	58	187
12:15 PM		0	2	0	0	0	0	0	0	0	0	23	0	0	0	14	0	39	187
12:30 PM		0	0	0	1	0	0	0	0	0	0	22	0	0	0	23	1	47	194
12:45 PM		0	1	0	0	0	0	0	0	0	0	22	0	0	0	24	0	47	191
Count Total		0	4	0	1	0	0	0	0	1	0	200	0	0	0	150	4	360	0
Peak Hour	All	0	3	0	1	0	0	0	0	1	0	117	0	0	0	71	1	194	0
	HV	0	0	0	0	0	0	0	0	0	0	7	0	0	0	3	0	10	0
	HV%	-	0%	-	0%	-	-	-	-	0%	-	6%	-	-	-	4%	0%	5%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

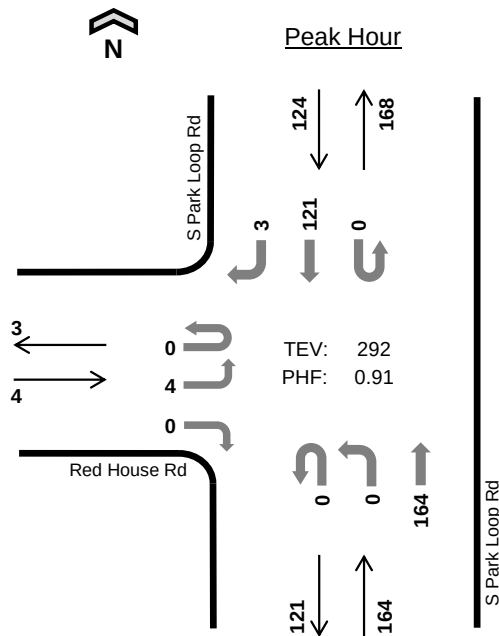
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	4	1	5	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	1	3	4	0	0	0	0	0	0	1	0	0	1
11:45 AM	0	0	1	2	3	0	0	0	0	0	0	1	0	0	1
12:00 PM	0	0	3	0	3	0	0	0	0	0	0	1	0	0	1
12:15 PM	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3
12:30 PM	0	0	2	1	3	0	0	0	0	0	0	3	0	0	3
12:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	13	8	21	0	0	0	0	0	0	9	0	0	9
Peak Hr	0	0	7	3	10	0	0	0	0	0	0	8	0	0	8

Two-Hour Count Summaries - Heavy Vehicles																			
Interval Start	Red House Rd				n/a				S Park Loop Rd				S Park Loop Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	5	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	13	13
12:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	15	15
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	11	11
12:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	10	10
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	8	8
Count Total	0	0	0	0	0	0	0	0	0	0	13	0	0	0	8	0	21	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	7	0	0	0	3	0	10	0	0

Two-Hour Count Summaries - Bikes																			
Interval Start	Red House Rd			n/a			S Park Loop Rd			S Park Loop Rd			15-min Total	Rolling One Hour					
	Eastbound			Westbound			Northbound			Southbound									
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT							
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

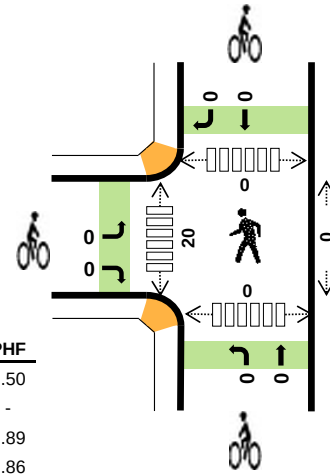
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

S Park Loop Rd Red House Rd



Date: 10/17/2023
Count Period: 2:00 PM to 6:00 PM
Peak Hour: 3:15 PM to 4:15 PM

	HV %:	PHF
EB	0.0%	0.50
WB	-	-
NB	4.3%	0.89
SB	1.6%	0.86
TOTAL	3.1%	0.91



Four-Hour Count Summaries

Interval Start		Red House Rd				n/a				S Park Loop Rd				S Park Loop Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:15 PM		0	0	0	0	0	0	0	0	0	0	44	0	0	0	35	1	80	0
3:30 PM		0	1	0	0	0	0	0	0	0	0	46	0	0	0	27	0	74	0
3:45 PM		0	2	0	0	0	0	0	0	0	0	42	0	0	0	30	0	74	0
4:00 PM		0	1	0	0	0	0	0	0	0	0	32	0	0	0	29	2	64	292
Peak Hour	All	0	4	0	0	0	0	0	0	0	0	164	0	0	0	121	3	292	0
	HV	0	0	0	0	0	0	0	0	0	0	7	0	0	0	2	0	9	0
	HV%	-	0%	-	-	-	-	-	-	-	-	4%	-	-	-	2%	0%	3%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:15 PM	0	0	3	0	3	0	0	0	0	0	0	5	0	0	5
3:30 PM	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	2	0	2	0	0	0	0	0	0	10	0	0	10
4:00 PM	0	0	0	1	1	0	0	0	0	0	0	5	0	0	5
Peak Hour	0	0	7	2	9	0	0	0	0	0	0	20	0	0	20

Four-Hour Count Summaries																			
Interval Start		Red House Rd				n/a				S Park Loop Rd				S Park Loop Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
2:00 PM	0	0	0	0	0	0	0	0	0	0	18	0	0	0	19	2	39	0	
2:15 PM	0	2	0	0	0	0	0	0	0	0	12	0	0	0	18	1	33	0	
2:30 PM	0	1	0	0	0	0	0	0	0	0	22	0	0	0	22	0	45	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	25	0	0	0	17	0	42	159	
3:00 PM	0	0	0	0	0	0	0	0	0	0	19	0	0	0	33	0	52	172	
3:15 PM	0	0	0	0	0	0	0	0	0	0	44	0	0	0	35	1	80	219	
3:30 PM	0	1	0	0	0	0	0	0	0	0	46	0	0	0	27	0	74	248	
3:45 PM	0	2	0	0	0	0	0	0	0	0	42	0	0	0	30	0	74	280	
4:00 PM	0	1	0	0	0	0	0	0	0	0	32	0	0	0	29	2	64	292	
4:15 PM	0	0	0	0	0	0	0	0	0	0	18	0	0	0	32	0	50	262	
4:30 PM	0	0	0	0	0	0	0	0	0	2	32	0	0	0	23	0	57	245	
4:45 PM	0	2	0	0	0	0	0	0	0	0	46	0	0	0	20	0	68	239	
5:00 PM	0	1	0	0	0	0	0	0	0	0	36	0	0	0	22	0	59	234	
5:15 PM	0	0	0	0	0	0	0	0	0	0	31	0	0	0	16	1	48	232	
5:30 PM	0	0	0	0	0	0	0	0	0	0	40	0	0	0	18	0	58	233	
5:45 PM	0	0	0	0	0	0	0	0	0	0	50	0	0	0	27	0	77	242	
Count Total		0	10	0	0	0	0	0	0	0	2	513	0	0	0	388	7	920	0
Peak Hour	All	0	4	0	0	0	0	0	0	0	164	0	0	0	121	3	292	0	
	HV	0	0	0	0	0	0	0	0	0	7	0	0	0	2	0	9	0	
	HV%	-	0%	-	-	-	-	-	-	-	-	4%	-	-	-	2%	0%	3%	0
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)								
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total				
2:00 PM	0	0	2	1	3	0	0	0	0	0	0	5	0	0	0	5			
2:15 PM	0	0	1	2	3	0	0	0	0	0	0	2	0	0	0	2			
2:30 PM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0			
2:45 PM	0	0	0	1	1	0	0	0	0	0	0	3	0	0	0	3			
3:00 PM	0	0	3	0	3	0	0	0	0	0	0	4	0	0	0	4			
3:15 PM	0	0	3	0	3	0	0	0	0	0	0	5	0	0	0	5			
3:30 PM	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0			
3:45 PM	0	0	2	0	2	0	0	0	0	0	0	10	0	0	0	10			
4:00 PM	0	0	0	1	1	0	0	0	0	0	0	5	0	0	0	5			
4:15 PM	0	0	2	0	2	0	0	0	0	0	0	7	0	0	0	7			
4:30 PM	0	0	1	1	2	0	0	0	0	0	0	5	0	0	0	5			
4:45 PM	0	0	2	0	2	0	0	0	0	0	0	41	0	0	0	41			
5:00 PM	0	0	1	1	2	0	0	0	0	0	0	23	0	0	0	23			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3			
5:30 PM	0	0	2	1	3	0	0	0	0	0	0	4	0	0	0	4			
5:45 PM	0	0	1	0	1	0	0	0	0	0	0	6	0	0	0	6			
Count Total		0	0	23	10	33	0	0	0	0	0	0	123	0	0	0	123		
Peak Hr		0	0	7	2	9	0	0	0	0	0	0	20	0	0	0	20		

Four-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Red House Rd				n/a				S Park Loop Rd				S Park Loop Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	9
3:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	9
3:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	9
3:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	10
3:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	11
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	9
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	8
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	7
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	7
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	8
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	7
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	6
Count Total	0	0	0	0	0	0	0	0	0	0	23	0	0	0	10	0	33	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	7	0	0	0	2	0	9	0

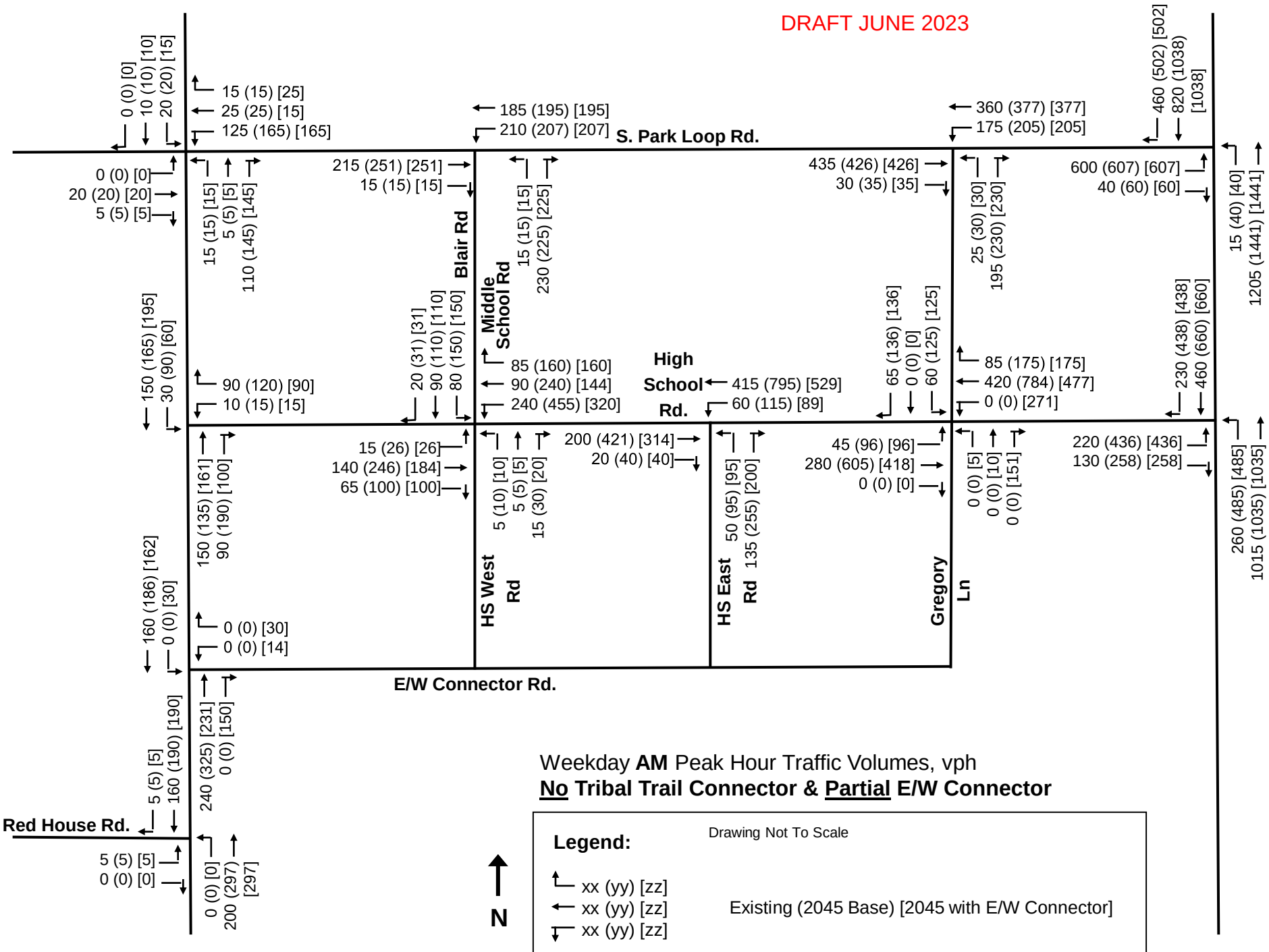
Four-Hour Count Summaries - Bikes																		
Interval Start	Red House Rd			n/a			S Park Loop Rd			S Park Loop Rd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

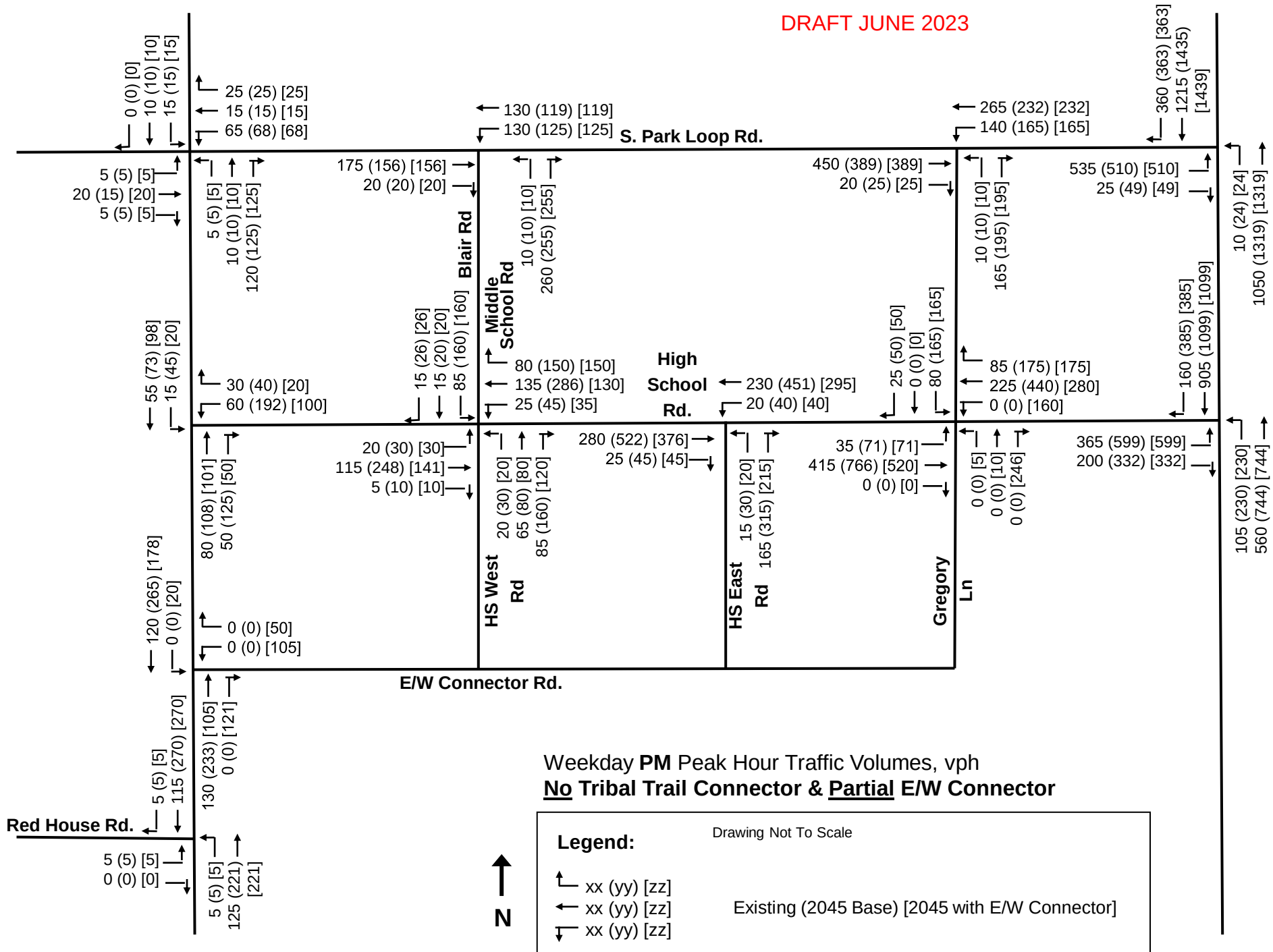
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

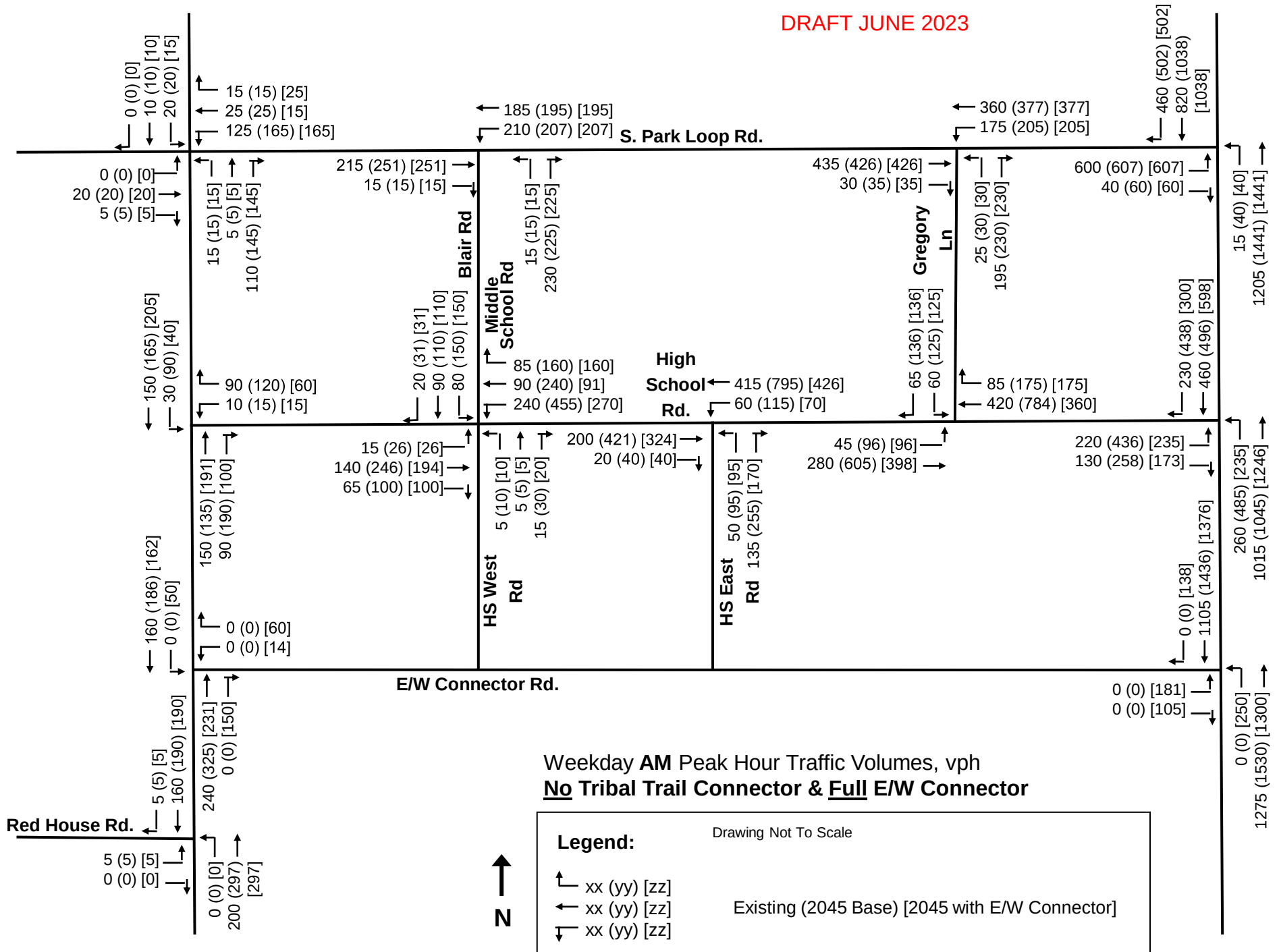
Appendix C

Traffic Projections Without Tribal Trail Connector

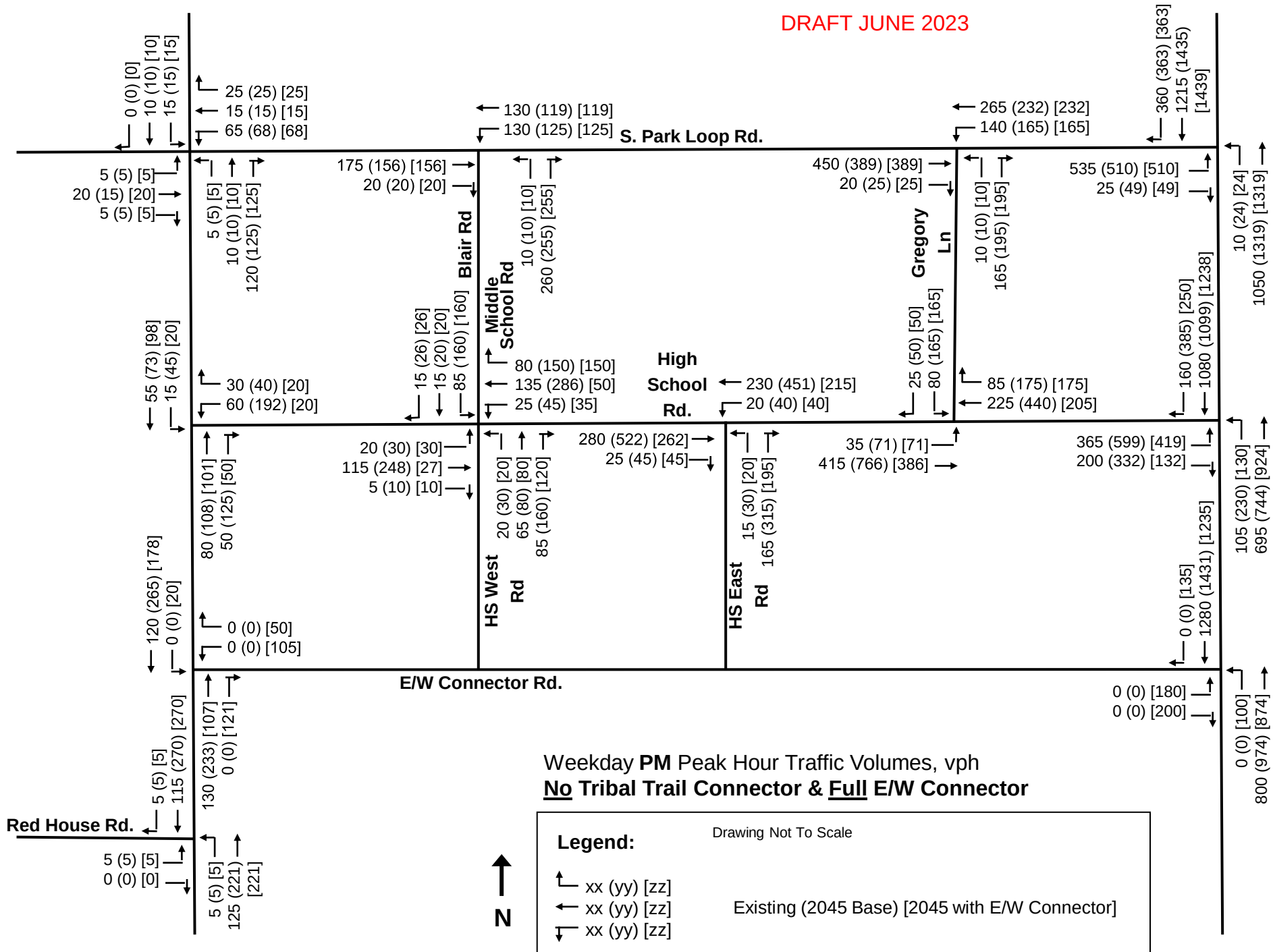
DRAFT JUNE 2023







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Appendix D

Vehicle Speed and Classification Distribution

Vehicle Classification Report Summary

Location: S Park Loop Rd W/O Gregory Ln

Count Direction: Eastbound / Westbound

Date Range: 10/17/2023 to 10/17/2023

Site Code: 01

Direction	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Eastbound	26	2,378	1,103	10	327	15	0	3	3	0	0	0	1	3,866
	0.7%	61.5%	28.5%	0.3%	8.5%	0.4%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
Westbound	10	1,996	1,067	27	351	9	0	3	1	0	0	0	0	3,464
	0.3%	57.6%	30.8%	0.8%	10.1%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	36	4,374	2,170	37	678	24	0	6	4	0	0	0	1	7,330
	0.5%	59.7%	29.6%	0.5%	9.2%	0.3%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

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	

Location: S Park Loop Rd W/O Gregory Ln
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 01



Tuesday, October 17, 2023
 Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	14	3	0	0	0	0	0	0	0	0	0	0	17
5:00 AM	0	36	14	0	3	0	0	0	0	0	0	0	0	53
6:00 AM	0	80	36	0	9	0	0	0	0	0	0	0	0	125
7:00 AM	0	161	89	3	18	0	0	0	0	0	0	0	0	271
8:00 AM	2	281	137	0	33	0	0	0	0	0	0	0	0	453
9:00 AM	2	151	71	2	23	2	0	1	0	0	0	0	0	252
10:00 AM	2	87	66	0	19	4	0	0	0	0	0	0	1	179
11:00 AM	1	101	75	0	19	2	0	0	1	0	0	0	0	199
12:00 PM	1	125	76	0	29	2	0	0	0	0	0	0	0	233
1:00 PM	3	124	69	3	20	2	0	0	0	0	0	0	0	221
2:00 PM	1	115	45	0	17	1	0	1	0	0	0	0	0	180
3:00 PM	4	216	81	1	30	1	0	0	1	0	0	0	0	334
4:00 PM	4	252	102	1	34	0	0	0	1	0	0	0	0	394
5:00 PM	1	218	102	0	30	1	0	0	0	0	0	0	0	352
6:00 PM	1	160	61	0	21	0	0	1	0	0	0	0	0	244
7:00 PM	3	95	38	0	8	0	0	0	0	0	0	0	0	144
8:00 PM	1	70	17	0	8	0	0	0	0	0	0	0	0	96
9:00 PM	0	37	14	0	4	0	0	0	0	0	0	0	0	55
10:00 PM	0	31	4	0	1	0	0	0	0	0	0	0	0	36
11:00 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	17
Total	26	2,378	1,103	10	327	15	0	3	3	0	0	0	1	3,866
	0.7%	61.5%	28.5%	0.3%	8.5%	0.4%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: S Park Loop Rd W/O Gregory Ln
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 01



Tuesday, October 17, 2023

Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	4	0	0	0	0	0	0	0	0	0	0	7
1:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	2	1	0	0	1	0	0	0	0	0	0	0	4
4:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
5:00 AM	0	6	3	0	0	0	0	0	0	0	0	0	0	9
6:00 AM	0	30	18	0	10	0	0	0	0	0	0	0	0	58
7:00 AM	1	120	67	3	39	0	0	0	0	0	0	0	0	230
8:00 AM	0	208	121	10	40	0	0	0	0	0	0	0	0	379
9:00 AM	0	87	51	0	22	2	0	0	0	0	0	0	0	162
10:00 AM	0	70	51	0	20	3	0	0	0	0	0	0	0	144
11:00 AM	1	79	56	0	25	2	0	0	0	0	0	0	0	163
12:00 PM	0	97	60	3	24	0	0	0	0	0	0	0	0	184
1:00 PM	3	108	66	1	23	1	0	1	1	0	0	0	0	204
2:00 PM	2	109	65	0	20	0	0	0	0	0	0	0	0	196
3:00 PM	1	181	93	9	30	0	0	0	0	0	0	0	0	314
4:00 PM	0	157	89	0	18	0	0	0	0	0	0	0	0	264
5:00 PM	1	217	102	0	26	0	0	0	0	0	0	0	0	346
6:00 PM	0	179	75	0	23	0	0	2	0	0	0	0	0	279
7:00 PM	1	100	63	1	15	0	0	0	0	0	0	0	0	180
8:00 PM	0	72	22	0	8	0	0	0	0	0	0	0	0	102
9:00 PM	0	69	25	0	7	0	0	0	0	0	0	0	0	101
10:00 PM	0	66	23	0	0	0	0	0	0	0	0	0	0	89
11:00 PM	0	29	10	0	1	0	0	0	0	0	0	0	0	40
Total	10	1,996	1,067	27	351	9	0	3	1	0	0	0	0	3,464
	0.3%	57.6%	30.8%	0.8%	10.1%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: S Park Loop Rd W/O Gregory Ln
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 01



**Total Study Average
Eastbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	14	3	0	0	0	0	0	0	0	0	0	0	17
5:00 AM	0	36	14	0	3	0	0	0	0	0	0	0	0	53
6:00 AM	0	80	36	0	9	0	0	0	0	0	0	0	0	125
7:00 AM	0	161	89	3	18	0	0	0	0	0	0	0	0	271
8:00 AM	2	281	137	0	33	0	0	0	0	0	0	0	0	453
9:00 AM	2	151	71	2	23	2	0	1	0	0	0	0	0	252
10:00 AM	2	87	66	0	19	4	0	0	0	0	0	0	1	179
11:00 AM	1	101	75	0	19	2	0	0	1	0	0	0	0	199
12:00 PM	1	125	76	0	29	2	0	0	0	0	0	0	0	233
1:00 PM	3	124	69	3	20	2	0	0	0	0	0	0	0	221
2:00 PM	1	115	45	0	17	1	0	1	0	0	0	0	0	180
3:00 PM	4	216	81	1	30	1	0	0	1	0	0	0	0	334
4:00 PM	4	252	102	1	34	0	0	0	1	0	0	0	0	394
5:00 PM	1	218	102	0	30	1	0	0	0	0	0	0	0	352
6:00 PM	1	160	61	0	21	0	0	1	0	0	0	0	0	244
7:00 PM	3	95	38	0	8	0	0	0	0	0	0	0	0	144
8:00 PM	1	70	17	0	8	0	0	0	0	0	0	0	0	96
9:00 PM	0	37	14	0	4	0	0	0	0	0	0	0	0	55
10:00 PM	0	31	4	0	1	0	0	0	0	0	0	0	0	36
11:00 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	17
Total	26	2,378	1,103	10	327	15	0	3	3	0	0	0	1	3,866
	0.7%	61.5%	28.5%	0.3%	8.5%	0.4%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: S Park Loop Rd W/O Gregory Ln
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 01



**Total Study Average
Westbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	4	0	0	0	0	0	0	0	0	0	0	7
1:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	2	1	0	0	1	0	0	0	0	0	0	0	4
4:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
5:00 AM	0	6	3	0	0	0	0	0	0	0	0	0	0	9
6:00 AM	0	30	18	0	10	0	0	0	0	0	0	0	0	58
7:00 AM	1	120	67	3	39	0	0	0	0	0	0	0	0	230
8:00 AM	0	208	121	10	40	0	0	0	0	0	0	0	0	379
9:00 AM	0	87	51	0	22	2	0	0	0	0	0	0	0	162
10:00 AM	0	70	51	0	20	3	0	0	0	0	0	0	0	144
11:00 AM	1	79	56	0	25	2	0	0	0	0	0	0	0	163
12:00 PM	0	97	60	3	24	0	0	0	0	0	0	0	0	184
1:00 PM	3	108	66	1	23	1	0	1	1	0	0	0	0	204
2:00 PM	2	109	65	0	20	0	0	0	0	0	0	0	0	196
3:00 PM	1	181	93	9	30	0	0	0	0	0	0	0	0	314
4:00 PM	0	157	89	0	18	0	0	0	0	0	0	0	0	264
5:00 PM	1	217	102	0	26	0	0	0	0	0	0	0	0	346
6:00 PM	0	179	75	0	23	0	0	2	0	0	0	0	0	279
7:00 PM	1	100	63	1	15	0	0	0	0	0	0	0	0	180
8:00 PM	0	72	22	0	8	0	0	0	0	0	0	0	0	102
9:00 PM	0	69	25	0	7	0	0	0	0	0	0	0	0	101
10:00 PM	0	66	23	0	0	0	0	0	0	0	0	0	0	89
11:00 PM	0	29	10	0	1	0	0	0	0	0	0	0	0	40
Total	10	1,996	1,067	27	351	9	0	3	1	0	0	0	0	3,464
	0.3%	57.6%	30.8%	0.8%	10.1%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Vehicle Classification Report Summary

Location: S Park Loop Rd E/O Whitehouse Dr

Count Direction: Eastbound / Westbound

Date Range: 10/17/2023 to 10/17/2023

Site Code: 02

Direction	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Eastbound	5	929	756	16	340	10	0	1	1	1	0	0	1	2,060
	0.2%	45.1%	36.7%	0.8%	16.5%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Westbound	6	1,082	675	11	104	10	0	0	2	0	0	0	0	1,890
	0.3%	57.2%	35.7%	0.6%	5.5%	0.5%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
Total	11	2,011	1,431	27	444	20	0	1	3	1	0	0	1	3,950
	0.3%	50.9%	36.2%	0.7%	11.2%	0.5%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

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	

Location: S Park Loop Rd E/O Whitehouse Dr
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 02



Tuesday, October 17, 2023
 Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	10
5:00 AM	0	13	10	0	4	0	0	0	0	0	0	0	0	27
6:00 AM	0	32	22	0	9	0	0	0	0	0	0	0	0	63
7:00 AM	0	49	40	1	13	0	0	0	0	0	0	0	0	103
8:00 AM	0	92	89	1	34	0	0	1	0	0	0	0	0	217
9:00 AM	1	65	64	2	19	1	0	0	0	0	0	0	0	152
10:00 AM	0	34	48	2	18	4	0	0	0	0	0	0	1	107
11:00 AM	0	68	49	2	25	1	0	0	0	0	0	0	0	145
12:00 PM	0	60	74	1	31	1	0	0	0	0	0	0	0	167
1:00 PM	1	56	46	3	20	1	0	0	0	1	0	0	0	128
2:00 PM	0	54	37	1	24	0	0	0	0	0	0	0	0	116
3:00 PM	0	79	66	2	24	1	0	0	0	0	0	0	0	172
4:00 PM	2	72	76	0	30	0	0	0	1	0	0	0	0	181
5:00 PM	0	82	60	0	45	1	0	0	0	0	0	0	0	188
6:00 PM	0	75	29	0	23	0	0	0	0	0	0	0	0	127
7:00 PM	1	38	19	1	10	0	0	0	0	0	0	0	0	69
8:00 PM	0	21	9	0	9	0	0	0	0	0	0	0	0	39
9:00 PM	0	17	8	0	2	0	0	0	0	0	0	0	0	27
10:00 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	13
11:00 PM	0	1	3	0	0	0	0	0	0	0	0	0	0	4
Total	5	929	756	16	340	10	0	1	1	1	0	0	1	2,060
	0.2%	45.1%	36.7%	0.8%	16.5%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: S Park Loop Rd E/O Whitehouse Dr
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 02



Tuesday, October 17, 2023

Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
6:00 AM	0	21	14	0	2	0	0	0	0	0	0	0	0	37
7:00 AM	0	79	60	1	12	0	0	0	0	0	0	0	0	152
8:00 AM	0	82	86	3	14	0	0	0	0	0	0	0	0	185
9:00 AM	0	41	43	1	8	3	0	0	0	0	0	0	0	96
10:00 AM	0	50	43	0	5	3	0	0	0	0	0	0	0	101
11:00 AM	0	46	42	0	7	1	0	0	0	0	0	0	0	96
12:00 PM	0	71	41	3	11	1	0	0	0	0	0	0	0	127
1:00 PM	2	76	51	2	9	1	0	0	1	0	0	0	0	142
2:00 PM	0	66	42	0	9	0	0	0	1	0	0	0	0	118
3:00 PM	0	95	45	1	6	0	0	0	0	0	0	0	0	147
4:00 PM	1	78	41	0	4	0	0	0	0	0	0	0	0	124
5:00 PM	1	109	47	0	8	0	0	0	0	0	0	0	0	165
6:00 PM	0	94	43	0	3	0	0	0	0	0	0	0	0	140
7:00 PM	0	58	35	0	4	0	0	0	0	0	0	0	0	97
8:00 PM	2	31	12	0	1	1	0	0	0	0	0	0	0	47
9:00 PM	0	31	16	0	0	0	0	0	0	0	0	0	0	47
10:00 PM	0	27	6	0	0	0	0	0	0	0	0	0	0	33
11:00 PM	0	15	5	0	1	0	0	0	0	0	0	0	0	21
Total	6	1,082	675	11	104	10	0	0	2	0	0	0	0	1,890
	0.3%	57.2%	35.7%	0.6%	5.5%	0.5%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: S Park Loop Rd E/O Whitehouse Dr
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 02



**Total Study Average
Eastbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	10
5:00 AM	0	13	10	0	4	0	0	0	0	0	0	0	0	27
6:00 AM	0	32	22	0	9	0	0	0	0	0	0	0	0	63
7:00 AM	0	49	40	1	13	0	0	0	0	0	0	0	0	103
8:00 AM	0	92	89	1	34	0	0	1	0	0	0	0	0	217
9:00 AM	1	65	64	2	19	1	0	0	0	0	0	0	0	152
10:00 AM	0	34	48	2	18	4	0	0	0	0	0	0	1	107
11:00 AM	0	68	49	2	25	1	0	0	0	0	0	0	0	145
12:00 PM	0	60	74	1	31	1	0	0	0	0	0	0	0	167
1:00 PM	1	56	46	3	20	1	0	0	0	1	0	0	0	128
2:00 PM	0	54	37	1	24	0	0	0	0	0	0	0	0	116
3:00 PM	0	79	66	2	24	1	0	0	0	0	0	0	0	172
4:00 PM	2	72	76	0	30	0	0	0	1	0	0	0	0	181
5:00 PM	0	82	60	0	45	1	0	0	0	0	0	0	0	188
6:00 PM	0	75	29	0	23	0	0	0	0	0	0	0	0	127
7:00 PM	1	38	19	1	10	0	0	0	0	0	0	0	0	69
8:00 PM	0	21	9	0	9	0	0	0	0	0	0	0	0	39
9:00 PM	0	17	8	0	2	0	0	0	0	0	0	0	0	27
10:00 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	13
11:00 PM	0	1	3	0	0	0	0	0	0	0	0	0	0	4
Total	5	929	756	16	340	10	0	1	1	1	0	0	1	2,060
	0.2%	45.1%	36.7%	0.8%	16.5%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: S Park Loop Rd E/O Whitehouse Dr
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 02



**Total Study Average
Westbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
6:00 AM	0	21	14	0	2	0	0	0	0	0	0	0	0	37
7:00 AM	0	79	60	1	12	0	0	0	0	0	0	0	0	152
8:00 AM	0	82	86	3	14	0	0	0	0	0	0	0	0	185
9:00 AM	0	41	43	1	8	3	0	0	0	0	0	0	0	96
10:00 AM	0	50	43	0	5	3	0	0	0	0	0	0	0	101
11:00 AM	0	46	42	0	7	1	0	0	0	0	0	0	0	96
12:00 PM	0	71	41	3	11	1	0	0	0	0	0	0	0	127
1:00 PM	2	76	51	2	9	1	0	0	1	0	0	0	0	142
2:00 PM	0	66	42	0	9	0	0	0	1	0	0	0	0	118
3:00 PM	0	95	45	1	6	0	0	0	0	0	0	0	0	147
4:00 PM	1	78	41	0	4	0	0	0	0	0	0	0	0	124
5:00 PM	1	109	47	0	8	0	0	0	0	0	0	0	0	165
6:00 PM	0	94	43	0	3	0	0	0	0	0	0	0	0	140
7:00 PM	0	58	35	0	4	0	0	0	0	0	0	0	0	97
8:00 PM	2	31	12	0	1	1	0	0	0	0	0	0	0	47
9:00 PM	0	31	16	0	0	0	0	0	0	0	0	0	0	47
10:00 PM	0	27	6	0	0	0	0	0	0	0	0	0	0	33
11:00 PM	0	15	5	0	1	0	0	0	0	0	0	0	0	21
Total	6	1,082	675	11	104	10	0	0	2	0	0	0	0	1,890
	0.3%	57.2%	35.7%	0.6%	5.5%	0.5%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Vehicle Classification Report Summary

Location: S Park Loop Rd N/O Rangeview Dr

Count Direction: Northbound / Southbound

Date Range: 10/17/2023 to 10/17/2023

Site Code: 03

Direction	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Northbound	2	467	482	12	267	11	0	0	1	1	0	0	0	1,243
	0.2%	37.6%	38.8%	1.0%	21.5%	0.9%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	
Southbound	1	547	357	5	145	10	0	3	2	0	0	0	0	1,070
	0.1%	51.1%	33.4%	0.5%	13.6%	0.9%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	
Total	3	1,014	839	17	412	21	0	3	3	1	0	0	0	2,313
	0.1%	43.8%	36.3%	0.7%	17.8%	0.9%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

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	

Location: S Park Loop Rd N/O Rangeview Dr
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 03



Tuesday, October 17, 2023

Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	3	2	0	3	0	0	0	0	0	0	0	0	8
6:00 AM	0	5	8	0	3	0	0	0	0	0	0	0	0	16
7:00 AM	0	10	20	0	9	0	0	0	0	0	0	0	0	39
8:00 AM	0	50	56	1	32	0	0	0	0	0	0	0	0	139
9:00 AM	0	27	34	3	18	1	0	0	0	0	0	0	0	83
10:00 AM	0	12	30	1	15	4	0	0	0	0	0	0	0	62
11:00 AM	0	25	30	2	15	1	0	0	0	0	0	0	0	73
12:00 PM	0	43	41	1	21	1	0	0	0	0	0	0	0	107
1:00 PM	0	32	28	1	19	1	0	0	0	1	0	0	0	82
2:00 PM	0	27	28	0	13	1	0	0	0	0	0	0	0	69
3:00 PM	1	43	51	0	27	1	0	0	0	0	0	0	0	123
4:00 PM	1	44	54	2	24	0	0	0	1	0	0	0	0	126
5:00 PM	0	62	49	0	28	1	0	0	0	0	0	0	0	140
6:00 PM	0	44	30	0	23	0	0	0	0	0	0	0	0	97
7:00 PM	0	18	9	1	7	0	0	0	0	0	0	0	0	35
8:00 PM	0	10	5	0	6	0	0	0	0	0	0	0	0	21
9:00 PM	0	7	3	0	3	0	0	0	0	0	0	0	0	13
10:00 PM	0	4	2	0	1	0	0	0	0	0	0	0	0	7
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	467	482	12	267	11	0	0	1	1	0	0	0	1,243
	0.2%	37.6%	38.8%	1.0%	21.5%	0.9%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	

Location: S Park Loop Rd N/O Rangeview Dr
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 03



Tuesday, October 17, 2023
 Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	4	0	0	0	0	0	0	0	0	0	0	5
6:00 AM	0	13	8	0	2	0	0	0	0	0	0	0	0	23
7:00 AM	0	72	41	1	23	0	0	0	0	0	0	0	0	137
8:00 AM	0	86	53	1	17	0	0	0	0	0	0	0	0	157
9:00 AM	0	27	19	0	15	2	0	0	0	0	0	0	0	63
10:00 AM	0	19	27	0	7	4	0	0	0	0	0	0	0	57
11:00 AM	0	20	26	0	11	2	0	0	0	0	0	0	0	59
12:00 PM	0	31	23	1	9	1	0	0	0	0	0	0	0	65
1:00 PM	0	37	27	1	9	0	0	0	1	0	0	0	0	75
2:00 PM	0	28	23	0	12	1	0	1	1	0	0	0	0	66
3:00 PM	0	53	23	1	9	0	0	0	0	0	0	0	0	86
4:00 PM	1	33	26	0	6	0	0	0	0	0	0	0	0	66
5:00 PM	0	45	17	0	9	0	0	0	0	0	0	0	0	71
6:00 PM	0	39	16	0	9	0	0	2	0	0	0	0	0	66
7:00 PM	0	18	10	0	3	0	0	0	0	0	0	0	0	31
8:00 PM	0	13	6	0	1	0	0	0	0	0	0	0	0	20
9:00 PM	0	5	4	0	2	0	0	0	0	0	0	0	0	11
10:00 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
11:00 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
Total	1	547	357	5	145	10	0	3	2	0	0	0	0	1,070
	0.1%	51.1%	33.4%	0.5%	13.6%	0.9%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	

Location: S Park Loop Rd N/O Rangeview Dr
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 03



**Total Study Average
Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	3	2	0	3	0	0	0	0	0	0	0	0	8
6:00 AM	0	5	8	0	3	0	0	0	0	0	0	0	0	16
7:00 AM	0	10	20	0	9	0	0	0	0	0	0	0	0	39
8:00 AM	0	50	56	1	32	0	0	0	0	0	0	0	0	139
9:00 AM	0	27	34	3	18	1	0	0	0	0	0	0	0	83
10:00 AM	0	12	30	1	15	4	0	0	0	0	0	0	0	62
11:00 AM	0	25	30	2	15	1	0	0	0	0	0	0	0	73
12:00 PM	0	43	41	1	21	1	0	0	0	0	0	0	0	107
1:00 PM	0	32	28	1	19	1	0	0	0	1	0	0	0	82
2:00 PM	0	27	28	0	13	1	0	0	0	0	0	0	0	69
3:00 PM	1	43	51	0	27	1	0	0	0	0	0	0	0	123
4:00 PM	1	44	54	2	24	0	0	0	1	0	0	0	0	126
5:00 PM	0	62	49	0	28	1	0	0	0	0	0	0	0	140
6:00 PM	0	44	30	0	23	0	0	0	0	0	0	0	0	97
7:00 PM	0	18	9	1	7	0	0	0	0	0	0	0	0	35
8:00 PM	0	10	5	0	6	0	0	0	0	0	0	0	0	21
9:00 PM	0	7	3	0	3	0	0	0	0	0	0	0	0	13
10:00 PM	0	4	2	0	1	0	0	0	0	0	0	0	0	7
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	467	482	12	267	11	0	0	1	1	0	0	0	1,243
	0.2%	37.6%	38.8%	1.0%	21.5%	0.9%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: S Park Loop Rd N/O Rangeview Dr
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 03



**Total Study Average
Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	4	0	0	0	0	0	0	0	0	0	0	5
6:00 AM	0	13	8	0	2	0	0	0	0	0	0	0	0	23
7:00 AM	0	72	41	1	23	0	0	0	0	0	0	0	0	137
8:00 AM	0	86	53	1	17	0	0	0	0	0	0	0	0	157
9:00 AM	0	27	19	0	15	2	0	0	0	0	0	0	0	63
10:00 AM	0	19	27	0	7	4	0	0	0	0	0	0	0	57
11:00 AM	0	20	26	0	11	2	0	0	0	0	0	0	0	59
12:00 PM	0	31	23	1	9	1	0	0	0	0	0	0	0	65
1:00 PM	0	37	27	1	9	0	0	0	1	0	0	0	0	75
2:00 PM	0	28	23	0	12	1	0	1	1	0	0	0	0	66
3:00 PM	0	53	23	1	9	0	0	0	0	0	0	0	0	86
4:00 PM	1	33	26	0	6	0	0	0	0	0	0	0	0	66
5:00 PM	0	45	17	0	9	0	0	0	0	0	0	0	0	71
6:00 PM	0	39	16	0	9	0	0	2	0	0	0	0	0	66
7:00 PM	0	18	10	0	3	0	0	0	0	0	0	0	0	31
8:00 PM	0	13	6	0	1	0	0	0	0	0	0	0	0	20
9:00 PM	0	5	4	0	2	0	0	0	0	0	0	0	0	11
10:00 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
11:00 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
Total	1	547	357	5	145	10	0	3	2	0	0	0	0	1,070
	0.1%	51.1%	33.4%	0.5%	13.6%	0.9%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Vehicle Classification Report Summary

Location: Blair Dr E/O Blair PI
Count Direction: Eastbound / Westbound
Date Range: 10/17/2023 to 10/17/2023
Site Code: 04

Direction	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Eastbound	5	314	129	3	43	33	0	0	0	0	0	0	0	527
	0.9%	59.6%	24.5%	0.6%	8.2%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Westbound	7	463	255	3	62	1	0	0	0	0	0	0	0	791
	0.9%	58.5%	32.2%	0.4%	7.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	12	777	384	6	105	34	0	0	0	0	0	0	0	1,318
	0.9%	59.0%	29.1%	0.5%	8.0%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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	

Location: Blair Dr E/O Blair PI
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 04



Tuesday, October 17, 2023
 Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
7:00 AM	0	14	5	1	1	0	0	0	0	0	0	0	0	21
8:00 AM	0	34	13	0	2	0	0	0	0	0	0	0	0	49
9:00 AM	0	10	7	0	0	0	0	0	0	0	0	0	0	17
10:00 AM	0	14	6	0	2	0	0	0	0	0	0	0	0	22
11:00 AM	0	7	5	0	5	1	0	0	0	0	0	0	0	18
12:00 PM	0	24	11	0	3	0	0	0	0	0	0	0	0	38
1:00 PM	1	15	11	0	4	1	0	0	0	0	0	0	0	32
2:00 PM	0	15	5	0	4	4	0	0	0	0	0	0	0	28
3:00 PM	0	23	11	1	7	4	0	0	0	0	0	0	0	46
4:00 PM	2	31	13	1	4	1	0	0	0	0	0	0	0	52
5:00 PM	0	35	12	0	3	4	0	0	0	0	0	0	0	54
6:00 PM	2	33	10	0	2	2	0	0	0	0	0	0	0	49
7:00 PM	0	19	8	0	3	3	0	0	0	0	0	0	0	33
8:00 PM	0	9	4	0	2	8	0	0	0	0	0	0	0	23
9:00 PM	0	10	2	0	1	4	0	0	0	0	0	0	0	17
10:00 PM	0	13	4	0	0	1	0	0	0	0	0	0	0	18
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	5	314	129	3	43	33	0	0	0	0	0	0	0	527
	0.9%	59.6%	24.5%	0.6%	8.2%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Blair Dr E/O Blair PI
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 04



Tuesday, October 17, 2023

Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
5:00 AM	0	7	5	0	0	0	0	0	0	0	0	0	0	12
6:00 AM	0	15	7	0	5	0	0	0	0	0	0	0	0	27
7:00 AM	0	38	37	1	14	0	0	0	0	0	0	0	0	90
8:00 AM	0	38	31	0	11	0	0	0	0	0	0	0	0	80
9:00 AM	0	21	12	1	5	0	0	0	0	0	0	0	0	39
10:00 AM	0	6	5	0	0	0	0	0	0	0	0	0	0	11
11:00 AM	1	16	8	0	0	0	0	0	0	0	0	0	0	25
12:00 PM	0	17	11	0	1	0	0	0	0	0	0	0	0	29
1:00 PM	0	15	10	0	1	0	0	0	0	0	0	0	0	26
2:00 PM	1	27	11	0	3	0	0	0	0	0	0	0	0	42
3:00 PM	0	35	15	1	6	0	0	0	0	0	0	0	0	57
4:00 PM	1	38	22	0	2	0	0	0	0	0	0	0	0	63
5:00 PM	2	57	27	0	5	0	0	0	0	0	0	0	0	91
6:00 PM	0	27	21	0	3	0	0	0	0	0	0	0	0	51
7:00 PM	1	33	11	0	2	0	0	0	0	0	0	0	0	47
8:00 PM	0	24	11	0	2	0	0	0	0	0	0	0	0	37
9:00 PM	1	21	5	0	0	1	0	0	0	0	0	0	0	28
10:00 PM	0	13	3	0	0	0	0	0	0	0	0	0	0	16
11:00 PM	0	10	1	0	1	0	0	0	0	0	0	0	0	12
Total	7	463	255	3	62	1	0	0	0	0	0	0	0	791
	0.9%	58.5%	32.2%	0.4%	7.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Blair Dr E/O Blair PI
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 04



**Total Study Average
Eastbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
7:00 AM	0	14	5	1	1	0	0	0	0	0	0	0	0	21
8:00 AM	0	34	13	0	2	0	0	0	0	0	0	0	0	49
9:00 AM	0	10	7	0	0	0	0	0	0	0	0	0	0	17
10:00 AM	0	14	6	0	2	0	0	0	0	0	0	0	0	22
11:00 AM	0	7	5	0	5	1	0	0	0	0	0	0	0	18
12:00 PM	0	24	11	0	3	0	0	0	0	0	0	0	0	38
1:00 PM	1	15	11	0	4	1	0	0	0	0	0	0	0	32
2:00 PM	0	15	5	0	4	4	0	0	0	0	0	0	0	28
3:00 PM	0	23	11	1	7	4	0	0	0	0	0	0	0	46
4:00 PM	2	31	13	1	4	1	0	0	0	0	0	0	0	52
5:00 PM	0	35	12	0	3	4	0	0	0	0	0	0	0	54
6:00 PM	2	33	10	0	2	2	0	0	0	0	0	0	0	49
7:00 PM	0	19	8	0	3	3	0	0	0	0	0	0	0	33
8:00 PM	0	9	4	0	2	8	0	0	0	0	0	0	0	23
9:00 PM	0	10	2	0	1	4	0	0	0	0	0	0	0	17
10:00 PM	0	13	4	0	0	1	0	0	0	0	0	0	0	18
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	5	314	129	3	43	33	0	0	0	0	0	0	0	527
	0.9%	59.6%	24.5%	0.6%	8.2%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: Blair Dr E/O Blair PI
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 04



**Total Study Average
Westbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
5:00 AM	0	7	5	0	0	0	0	0	0	0	0	0	0	12
6:00 AM	0	15	7	0	5	0	0	0	0	0	0	0	0	27
7:00 AM	0	38	37	1	14	0	0	0	0	0	0	0	0	90
8:00 AM	0	38	31	0	11	0	0	0	0	0	0	0	0	80
9:00 AM	0	21	12	1	5	0	0	0	0	0	0	0	0	39
10:00 AM	0	6	5	0	0	0	0	0	0	0	0	0	0	11
11:00 AM	1	16	8	0	0	0	0	0	0	0	0	0	0	25
12:00 PM	0	17	11	0	1	0	0	0	0	0	0	0	0	29
1:00 PM	0	15	10	0	1	0	0	0	0	0	0	0	0	26
2:00 PM	1	27	11	0	3	0	0	0	0	0	0	0	0	42
3:00 PM	0	35	15	1	6	0	0	0	0	0	0	0	0	57
4:00 PM	1	38	22	0	2	0	0	0	0	0	0	0	0	63
5:00 PM	2	57	27	0	5	0	0	0	0	0	0	0	0	91
6:00 PM	0	27	21	0	3	0	0	0	0	0	0	0	0	51
7:00 PM	1	33	11	0	2	0	0	0	0	0	0	0	0	47
8:00 PM	0	24	11	0	2	0	0	0	0	0	0	0	0	37
9:00 PM	1	21	5	0	0	1	0	0	0	0	0	0	0	28
10:00 PM	0	13	3	0	0	0	0	0	0	0	0	0	0	16
11:00 PM	0	10	1	0	1	0	0	0	0	0	0	0	0	12
Total	7	463	255	3	62	1	0	0	0	0	0	0	0	791
	0.9%	58.5%	32.2%	0.4%	7.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Vehicle Classification Report Summary

Location: Middle School Rd N/O High School Rd

Count Direction: Northbound / Southbound

Date Range: 10/17/2023 to 10/17/2023

Site Code: 05

Direction	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Northbound	5	529	345	12	83	1	0	0	1	0	0	0	0	976
	0.5%	54.2%	35.3%	1.2%	8.5%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
Southbound	9	424	250	25	56	2	0	0	0	0	0	0	0	766
	1.2%	55.4%	32.6%	3.3%	7.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	14	953	595	37	139	3	0	0	1	0	0	0	0	1,742
	0.8%	54.7%	34.2%	2.1%	8.0%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

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	

Location: Middle School Rd N/O High School Rd
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 05



Tuesday, October 17, 2023

Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
7:00 AM	0	33	21	1	6	0	0	0	0	0	0	0	0	61
8:00 AM	0	55	51	4	10	0	0	0	0	0	0	0	0	120
9:00 AM	0	16	14	1	4	0	0	0	0	0	0	0	0	35
10:00 AM	1	9	9	0	3	1	0	0	0	0	0	0	0	23
11:00 AM	0	13	10	0	3	0	0	0	1	0	0	0	0	27
12:00 PM	0	14	17	0	3	0	0	0	0	0	0	0	0	34
1:00 PM	0	21	15	1	1	0	0	0	0	0	0	0	0	38
2:00 PM	0	35	26	0	5	0	0	0	0	0	0	0	0	66
3:00 PM	0	60	47	5	11	0	0	0	0	0	0	0	0	123
4:00 PM	0	87	30	0	11	0	0	0	0	0	0	0	0	128
5:00 PM	2	73	48	0	13	0	0	0	0	0	0	0	0	136
6:00 PM	0	52	28	0	7	0	0	0	0	0	0	0	0	87
7:00 PM	2	20	12	0	1	0	0	0	0	0	0	0	0	35
8:00 PM	0	16	8	0	4	0	0	0	0	0	0	0	0	28
9:00 PM	0	7	5	0	0	0	0	0	0	0	0	0	0	12
10:00 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	11
11:00 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
Total	5	529	345	12	83	1	0	0	1	0	0	0	0	976
	0.5%	54.2%	35.3%	1.2%	8.5%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: Middle School Rd N/O High School Rd
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 05



Tuesday, October 17, 2023
 Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
5:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
6:00 AM	0	5	2	0	1	0	0	0	0	0	0	0	0	8
7:00 AM	0	26	26	1	6	0	0	0	0	0	0	0	0	59
8:00 AM	1	88	40	13	10	0	0	0	0	0	0	0	0	152
9:00 AM	1	24	18	1	1	0	0	0	0	0	0	0	0	45
10:00 AM	1	8	8	1	0	0	0	0	0	0	0	0	0	18
11:00 AM	1	13	6	0	3	1	0	0	0	0	0	0	0	24
12:00 PM	0	10	11	0	3	0	0	0	0	0	0	0	0	24
1:00 PM	0	14	12	0	1	0	0	0	0	0	0	0	0	27
2:00 PM	0	32	15	0	6	0	0	0	0	0	0	0	0	53
3:00 PM	0	49	23	7	13	0	0	0	0	0	0	0	0	92
4:00 PM	2	34	22	2	2	0	0	0	0	0	0	0	0	62
5:00 PM	0	50	30	0	5	0	0	0	0	0	0	0	0	85
6:00 PM	1	26	14	0	3	0	0	0	0	0	0	0	0	44
7:00 PM	1	21	10	0	0	0	0	0	0	0	0	0	0	32
8:00 PM	0	11	8	0	0	0	0	0	0	0	0	0	0	19
9:00 PM	0	4	2	0	1	0	0	0	0	0	0	0	0	7
10:00 PM	1	6	2	0	0	0	0	0	0	0	0	0	0	9
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	9	424	250	25	56	2	0	0	0	0	0	0	0	766
	1.2%	55.4%	32.6%	3.3%	7.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Middle School Rd N/O High School Rd
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 05



**Total Study Average
Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
7:00 AM	0	33	21	1	6	0	0	0	0	0	0	0	0	61
8:00 AM	0	55	51	4	10	0	0	0	0	0	0	0	0	120
9:00 AM	0	16	14	1	4	0	0	0	0	0	0	0	0	35
10:00 AM	1	9	9	0	3	1	0	0	0	0	0	0	0	23
11:00 AM	0	13	10	0	3	0	0	0	1	0	0	0	0	27
12:00 PM	0	14	17	0	3	0	0	0	0	0	0	0	0	34
1:00 PM	0	21	15	1	1	0	0	0	0	0	0	0	0	38
2:00 PM	0	35	26	0	5	0	0	0	0	0	0	0	0	66
3:00 PM	0	60	47	5	11	0	0	0	0	0	0	0	0	123
4:00 PM	0	87	30	0	11	0	0	0	0	0	0	0	0	128
5:00 PM	2	73	48	0	13	0	0	0	0	0	0	0	0	136
6:00 PM	0	52	28	0	7	0	0	0	0	0	0	0	0	87
7:00 PM	2	20	12	0	1	0	0	0	0	0	0	0	0	35
8:00 PM	0	16	8	0	4	0	0	0	0	0	0	0	0	28
9:00 PM	0	7	5	0	0	0	0	0	0	0	0	0	0	12
10:00 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	11
11:00 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
Total	5	529	345	12	83	1	0	0	1	0	0	0	0	976
	0.5%	54.2%	35.3%	1.2%	8.5%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: Middle School Rd N/O High School Rd
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 05



**Total Study Average
Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
5:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
6:00 AM	0	5	2	0	1	0	0	0	0	0	0	0	0	8
7:00 AM	0	26	26	1	6	0	0	0	0	0	0	0	0	59
8:00 AM	1	88	40	13	10	0	0	0	0	0	0	0	0	152
9:00 AM	1	24	18	1	1	0	0	0	0	0	0	0	0	45
10:00 AM	1	8	8	1	0	0	0	0	0	0	0	0	0	18
11:00 AM	1	13	6	0	3	1	0	0	0	0	0	0	0	24
12:00 PM	0	10	11	0	3	0	0	0	0	0	0	0	0	24
1:00 PM	0	14	12	0	1	0	0	0	0	0	0	0	0	27
2:00 PM	0	32	15	0	6	0	0	0	0	0	0	0	0	53
3:00 PM	0	49	23	7	13	0	0	0	0	0	0	0	0	92
4:00 PM	2	34	22	2	2	0	0	0	0	0	0	0	0	62
5:00 PM	0	50	30	0	5	0	0	0	0	0	0	0	0	85
6:00 PM	1	26	14	0	3	0	0	0	0	0	0	0	0	44
7:00 PM	1	21	10	0	0	0	0	0	0	0	0	0	0	32
8:00 PM	0	11	8	0	0	0	0	0	0	0	0	0	0	19
9:00 PM	0	4	2	0	1	0	0	0	0	0	0	0	0	7
10:00 PM	1	6	2	0	0	0	0	0	0	0	0	0	0	9
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	9	424	250	25	56	2	0	0	0	0	0	0	0	766
	1.2%	55.4%	32.6%	3.3%	7.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Vehicle Classification Report Summary

Location: High School Rd W/O Gregory Ln

Count Direction: Eastbound / Westbound

Date Range: 10/17/2023 to 10/17/2023

Site Code: 06

Direction	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Eastbound	17	1,675	778	37	225	8	0	0	1	2	0	0	0	2,743
	0.6%	61.1%	28.4%	1.3%	8.2%	0.3%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	
Westbound	13	1,909	848	26	291	5	0	0	1	1	0	0	0	3,094
	0.4%	61.7%	27.4%	0.8%	9.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	30	3,584	1,626	63	516	13	0	0	2	3	0	0	0	5,837
	0.5%	61.4%	27.9%	1.1%	8.8%	0.2%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	

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	

Location: High School Rd W/O Gregory Ln
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 06



Tuesday, October 17, 2023
 Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	2
4:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
5:00 AM	0	6	7	0	0	0	0	0	0	0	0	0	0	13
6:00 AM	0	28	13	0	4	0	0	0	0	0	0	0	0	45
7:00 AM	0	96	51	1	10	0	0	0	0	0	0	0	0	158
8:00 AM	0	190	64	6	23	1	0	0	0	1	0	0	0	285
9:00 AM	2	93	51	0	18	0	0	0	0	1	0	0	0	165
10:00 AM	1	54	40	2	11	1	0	0	0	0	0	0	0	109
11:00 AM	0	59	32	1	13	1	0	0	0	0	0	0	0	106
12:00 PM	0	92	52	3	16	2	0	0	0	0	0	0	0	165
1:00 PM	1	66	40	1	20	1	0	0	0	0	0	0	0	129
2:00 PM	2	115	55	4	17	0	0	0	1	0	0	0	0	194
3:00 PM	1	166	77	0	19	0	0	0	0	0	0	0	0	263
4:00 PM	4	257	96	17	23	1	0	0	0	0	0	0	0	398
5:00 PM	1	175	79	1	24	0	0	0	0	0	0	0	0	280
6:00 PM	1	128	50	1	14	0	0	0	0	0	0	0	0	194
7:00 PM	2	75	34	0	5	0	0	0	0	0	0	0	0	116
8:00 PM	0	44	20	0	4	0	0	0	0	0	0	0	0	68
9:00 PM	1	10	8	0	2	0	0	0	0	0	0	0	0	21
10:00 PM	1	12	5	0	0	0	0	0	0	0	0	0	0	18
11:00 PM	0	5	3	0	1	0	0	0	0	0	0	0	0	9
Total	17	1,675	778	37	225	8	0	0	1	2	0	0	0	2,743
	0.6%	61.1%	28.4%	1.3%	8.2%	0.3%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	

Location: High School Rd W/O Gregory Ln
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 06



Tuesday, October 17, 2023

Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	2	1	0	2	0	0	0	0	0	0	0	0	5
6:00 AM	0	27	14	0	4	0	0	0	0	0	0	0	0	45
7:00 AM	0	166	65	5	21	2	0	0	0	0	0	0	0	259
8:00 AM	5	369	90	8	29	1	0	0	1	1	0	0	0	504
9:00 AM	1	74	48	2	15	0	0	0	0	0	0	0	0	140
10:00 AM	0	51	39	1	15	1	0	0	0	0	0	0	0	107
11:00 AM	0	64	26	1	20	0	0	0	0	0	0	0	0	111
12:00 PM	1	100	53	0	24	1	0	0	0	0	0	0	0	179
1:00 PM	0	97	52	1	21	0	0	0	0	0	0	0	0	171
2:00 PM	1	108	67	3	18	0	0	0	0	0	0	0	0	197
3:00 PM	1	174	83	4	30	0	0	0	0	0	0	0	0	292
4:00 PM	1	148	64	0	25	0	0	0	0	0	0	0	0	238
5:00 PM	2	197	99	1	24	0	0	0	0	0	0	0	0	323
6:00 PM	1	156	72	0	17	0	0	0	0	0	0	0	0	246
7:00 PM	0	77	25	0	7	0	0	0	0	0	0	0	0	109
8:00 PM	0	47	20	0	10	0	0	0	0	0	0	0	0	77
9:00 PM	0	22	18	0	6	0	0	0	0	0	0	0	0	46
10:00 PM	0	19	6	0	2	0	0	0	0	0	0	0	0	27
11:00 PM	0	4	5	0	1	0	0	0	0	0	0	0	0	10
Total	13	1,909	848	26	291	5	0	0	1	1	0	0	0	3,094
	0.4%	61.7%	27.4%	0.8%	9.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: High School Rd W/O Gregory Ln
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 06



**Total Study Average
Eastbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	2
4:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
5:00 AM	0	6	7	0	0	0	0	0	0	0	0	0	0	13
6:00 AM	0	28	13	0	4	0	0	0	0	0	0	0	0	45
7:00 AM	0	96	51	1	10	0	0	0	0	0	0	0	0	158
8:00 AM	0	190	64	6	23	1	0	0	0	1	0	0	0	285
9:00 AM	2	93	51	0	18	0	0	0	0	1	0	0	0	165
10:00 AM	1	54	40	2	11	1	0	0	0	0	0	0	0	109
11:00 AM	0	59	32	1	13	1	0	0	0	0	0	0	0	106
12:00 PM	0	92	52	3	16	2	0	0	0	0	0	0	0	165
1:00 PM	1	66	40	1	20	1	0	0	0	0	0	0	0	129
2:00 PM	2	115	55	4	17	0	0	0	1	0	0	0	0	194
3:00 PM	1	166	77	0	19	0	0	0	0	0	0	0	0	263
4:00 PM	4	257	96	17	23	1	0	0	0	0	0	0	0	398
5:00 PM	1	175	79	1	24	0	0	0	0	0	0	0	0	280
6:00 PM	1	128	50	1	14	0	0	0	0	0	0	0	0	194
7:00 PM	2	75	34	0	5	0	0	0	0	0	0	0	0	116
8:00 PM	0	44	20	0	4	0	0	0	0	0	0	0	0	68
9:00 PM	1	10	8	0	2	0	0	0	0	0	0	0	0	21
10:00 PM	1	12	5	0	0	0	0	0	0	0	0	0	0	18
11:00 PM	0	5	3	0	1	0	0	0	0	0	0	0	0	9
Total	17	1,675	778	37	225	8	0	0	1	2	0	0	0	2,743
	0.6%	61.1%	28.4%	1.3%	8.2%	0.3%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: High School Rd W/O Gregory Ln
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 06



**Total Study Average
Westbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	2	1	0	2	0	0	0	0	0	0	0	0	5
6:00 AM	0	27	14	0	4	0	0	0	0	0	0	0	0	45
7:00 AM	0	166	65	5	21	2	0	0	0	0	0	0	0	259
8:00 AM	5	369	90	8	29	1	0	0	1	1	0	0	0	504
9:00 AM	1	74	48	2	15	0	0	0	0	0	0	0	0	140
10:00 AM	0	51	39	1	15	1	0	0	0	0	0	0	0	107
11:00 AM	0	64	26	1	20	0	0	0	0	0	0	0	0	111
12:00 PM	1	100	53	0	24	1	0	0	0	0	0	0	0	179
1:00 PM	0	97	52	1	21	0	0	0	0	0	0	0	0	171
2:00 PM	1	108	67	3	18	0	0	0	0	0	0	0	0	197
3:00 PM	1	174	83	4	30	0	0	0	0	0	0	0	0	292
4:00 PM	1	148	64	0	25	0	0	0	0	0	0	0	0	238
5:00 PM	2	197	99	1	24	0	0	0	0	0	0	0	0	323
6:00 PM	1	156	72	0	17	0	0	0	0	0	0	0	0	246
7:00 PM	0	77	25	0	7	0	0	0	0	0	0	0	0	109
8:00 PM	0	47	20	0	10	0	0	0	0	0	0	0	0	77
9:00 PM	0	22	18	0	6	0	0	0	0	0	0	0	0	46
10:00 PM	0	19	6	0	2	0	0	0	0	0	0	0	0	27
11:00 PM	0	4	5	0	1	0	0	0	0	0	0	0	0	10
Total	13	1,909	848	26	291	5	0	0	1	1	0	0	0	3,094
	0.4%	61.7%	27.4%	0.8%	9.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Vehicle Classification Report Summary

Location: High School Rd W/O Middle School Rd

Count Direction: Eastbound / Westbound

Date Range: 10/17/2023 to 10/17/2023

Site Code: 07

Direction	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Eastbound	11	874	487	12	155	4	0	0	1	1	0	0	0	1,545
	0.7%	56.6%	31.5%	0.8%	10.0%	0.3%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	
Westbound	32	915	486	7	167	4	0	0	0	1	0	0	0	1,612
	2.0%	56.8%	30.1%	0.4%	10.4%	0.2%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	
Total	43	1,789	973	19	322	8	0	0	1	2	0	0	0	3,157
	1.4%	56.7%	30.8%	0.6%	10.2%	0.3%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	

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	

Location: High School Rd W/O Middle School Rd
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 07



Tuesday, October 17, 2023
 Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	7	6	0	0	0	0	0	0	0	0	0	0	13
6:00 AM	0	28	10	0	3	0	0	0	0	0	0	0	0	41
7:00 AM	1	83	51	0	10	0	0	0	0	0	0	0	0	145
8:00 AM	0	132	65	0	21	1	0	0	0	0	0	0	0	219
9:00 AM	0	49	37	0	16	0	0	0	0	1	0	0	0	103
10:00 AM	0	39	25	0	9	1	0	0	0	0	0	0	0	74
11:00 AM	0	37	25	2	9	1	0	0	0	0	0	0	0	74
12:00 PM	0	61	31	2	11	0	0	0	0	0	0	0	0	105
1:00 PM	3	43	27	1	18	1	0	0	0	0	0	0	0	93
2:00 PM	1	56	30	0	8	0	0	0	1	0	0	0	0	96
3:00 PM	0	74	41	3	13	0	0	0	0	0	0	0	0	131
4:00 PM	2	69	40	3	15	0	0	0	0	0	0	0	0	129
5:00 PM	2	84	38	0	12	0	0	0	0	0	0	0	0	136
6:00 PM	0	40	23	1	5	0	0	0	0	0	0	0	0	69
7:00 PM	1	40	13	0	0	0	0	0	0	0	0	0	0	54
8:00 PM	0	12	12	0	2	0	0	0	0	0	0	0	0	26
9:00 PM	1	7	6	0	2	0	0	0	0	0	0	0	0	16
10:00 PM	0	4	3	0	0	0	0	0	0	0	0	0	0	7
11:00 PM	0	4	3	0	1	0	0	0	0	0	0	0	0	8
Total	11	874	487	12	155	4	0	0	1	1	0	0	0	1,545
	0.7%	56.6%	31.5%	0.8%	10.0%	0.3%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	

Location: High School Rd W/O Middle School Rd
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 07



Tuesday, October 17, 2023

Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	4
6:00 AM	0	13	8	0	3	0	0	0	0	0	0	0	0	24
7:00 AM	0	37	22	2	12	1	0	0	0	0	0	0	0	74
8:00 AM	0	53	36	0	15	1	0	0	0	1	0	0	0	106
9:00 AM	2	34	36	1	15	0	0	0	0	0	0	0	0	88
10:00 AM	0	32	24	0	10	0	0	0	0	0	0	0	0	66
11:00 AM	0	41	23	1	12	1	0	0	0	0	0	0	0	78
12:00 PM	2	65	29	0	12	1	0	0	0	0	0	0	0	109
1:00 PM	1	68	37	0	16	0	0	0	0	0	0	0	0	122
2:00 PM	2	52	39	1	7	0	0	0	0	0	0	0	0	101
3:00 PM	7	81	49	1	13	0	0	0	0	0	0	0	0	151
4:00 PM	9	102	52	1	17	0	0	0	0	0	0	0	0	181
5:00 PM	6	107	47	0	6	0	0	0	0	0	0	0	0	166
6:00 PM	3	94	32	0	6	0	0	0	0	0	0	0	0	135
7:00 PM	0	59	14	0	6	0	0	0	0	0	0	0	0	79
8:00 PM	0	37	14	0	7	0	0	0	0	0	0	0	0	58
9:00 PM	0	13	14	0	6	0	0	0	0	0	0	0	0	33
10:00 PM	0	17	4	0	2	0	0	0	0	0	0	0	0	23
11:00 PM	0	4	4	0	0	0	0	0	0	0	0	0	0	8
Total	32	915	486	7	167	4	0	0	0	1	0	0	0	1,612
	2.0%	56.8%	30.1%	0.4%	10.4%	0.2%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	

Location: High School Rd W/O Middle School Rd
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 07



**Total Study Average
Eastbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	7	6	0	0	0	0	0	0	0	0	0	0	13
6:00 AM	0	28	10	0	3	0	0	0	0	0	0	0	0	41
7:00 AM	1	83	51	0	10	0	0	0	0	0	0	0	0	145
8:00 AM	0	132	65	0	21	1	0	0	0	0	0	0	0	219
9:00 AM	0	49	37	0	16	0	0	0	0	1	0	0	0	103
10:00 AM	0	39	25	0	9	1	0	0	0	0	0	0	0	74
11:00 AM	0	37	25	2	9	1	0	0	0	0	0	0	0	74
12:00 PM	0	61	31	2	11	0	0	0	0	0	0	0	0	105
1:00 PM	3	43	27	1	18	1	0	0	0	0	0	0	0	93
2:00 PM	1	56	30	0	8	0	0	0	1	0	0	0	0	96
3:00 PM	0	74	41	3	13	0	0	0	0	0	0	0	0	131
4:00 PM	2	69	40	3	15	0	0	0	0	0	0	0	0	129
5:00 PM	2	84	38	0	12	0	0	0	0	0	0	0	0	136
6:00 PM	0	40	23	1	5	0	0	0	0	0	0	0	0	69
7:00 PM	1	40	13	0	0	0	0	0	0	0	0	0	0	54
8:00 PM	0	12	12	0	2	0	0	0	0	0	0	0	0	26
9:00 PM	1	7	6	0	2	0	0	0	0	0	0	0	0	16
10:00 PM	0	4	3	0	0	0	0	0	0	0	0	0	0	7
11:00 PM	0	4	3	0	1	0	0	0	0	0	0	0	0	8
Total	11	874	487	12	155	4	0	0	1	1	0	0	0	1,545
	0.7%	56.6%	31.5%	0.8%	10.0%	0.3%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: High School Rd W/O Middle School Rd
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 07



**Total Study Average
Westbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	4
6:00 AM	0	13	8	0	3	0	0	0	0	0	0	0	0	24
7:00 AM	0	37	22	2	12	1	0	0	0	0	0	0	0	74
8:00 AM	0	53	36	0	15	1	0	0	0	1	0	0	0	106
9:00 AM	2	34	36	1	15	0	0	0	0	0	0	0	0	88
10:00 AM	0	32	24	0	10	0	0	0	0	0	0	0	0	66
11:00 AM	0	41	23	1	12	1	0	0	0	0	0	0	0	78
12:00 PM	2	65	29	0	12	1	0	0	0	0	0	0	0	109
1:00 PM	1	68	37	0	16	0	0	0	0	0	0	0	0	122
2:00 PM	2	52	39	1	7	0	0	0	0	0	0	0	0	101
3:00 PM	7	81	49	1	13	0	0	0	0	0	0	0	0	151
4:00 PM	9	102	52	1	17	0	0	0	0	0	0	0	0	181
5:00 PM	6	107	47	0	6	0	0	0	0	0	0	0	0	166
6:00 PM	3	94	32	0	6	0	0	0	0	0	0	0	0	135
7:00 PM	0	59	14	0	6	0	0	0	0	0	0	0	0	79
8:00 PM	0	37	14	0	7	0	0	0	0	0	0	0	0	58
9:00 PM	0	13	14	0	6	0	0	0	0	0	0	0	0	33
10:00 PM	0	17	4	0	2	0	0	0	0	0	0	0	0	23
11:00 PM	0	4	4	0	0	0	0	0	0	0	0	0	0	8
Total	32	915	486	7	167	4	0	0	0	1	0	0	0	1,612
	2.0%	56.8%	30.1%	0.4%	10.4%	0.2%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Vehicle Classification Report Summary

Location: S Park Loop Rd S/O High School Rd

Count Direction: Northbound / Southbound

Date Range: 10/17/2023 to 10/17/2023

Site Code: 08

Direction	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Northbound	4	635	533	13	234	17	0	3	3	2	0	0	1	1,445
	0.3%	43.9%	36.9%	0.9%	16.2%	1.2%	0.0%	0.2%	0.2%	0.1%	0.0%	0.0%	0.1%	
Southbound	4	626	481	5	200	15	0	3	2	0	0	0	1	1,337
	0.3%	46.8%	36.0%	0.4%	15.0%	1.1%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.1%	
Total	8	1,261	1,014	18	434	32	0	6	5	2	0	0	2	2,782
	0.3%	45.3%	36.4%	0.6%	15.6%	1.2%	0.0%	0.2%	0.2%	0.1%	0.0%	0.0%	0.1%	

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	

Location: S Park Loop Rd S/O High School Rd
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 08



Tuesday, October 17, 2023

Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	2	2	0	2	0	0	0	0	0	0	0	0	6
6:00 AM	0	13	9	0	3	0	0	0	0	0	0	0	0	25
7:00 AM	0	30	36	0	7	0	0	0	0	0	0	0	0	73
8:00 AM	0	94	73	1	32	0	0	1	0	0	0	0	0	201
9:00 AM	0	30	41	1	16	2	0	0	0	1	0	0	0	91
10:00 AM	0	31	31	0	15	6	0	0	0	0	0	0	1	84
11:00 AM	0	33	35	2	15	2	0	0	0	0	0	0	0	87
12:00 PM	0	46	43	2	21	2	0	0	0	0	0	0	0	114
1:00 PM	0	37	29	0	18	2	0	0	0	1	0	0	0	87
2:00 PM	0	38	27	0	11	1	0	1	1	0	0	0	0	79
3:00 PM	1	68	56	2	26	1	0	0	1	0	0	0	0	155
4:00 PM	2	58	48	3	17	0	0	0	1	0	0	0	0	129
5:00 PM	0	74	59	0	25	1	0	0	0	0	0	0	0	159
6:00 PM	0	53	25	1	21	0	0	1	0	0	0	0	0	101
7:00 PM	1	12	10	1	3	0	0	0	0	0	0	0	0	27
8:00 PM	0	9	4	0	2	0	0	0	0	0	0	0	0	15
9:00 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
10:00 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	635	533	13	234	17	0	3	3	2	0	0	1	1,445
	0.3%	43.9%	36.9%	0.9%	16.2%	1.2%	0.0%	0.2%	0.2%	0.1%	0.0%	0.0%	0.1%	

Location: S Park Loop Rd S/O High School Rd
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 08



Tuesday, October 17, 2023
 Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	3	0	1	0	0	0	0	0	0	0	0	5
6:00 AM	0	14	12	0	3	0	0	0	0	0	0	0	0	29
7:00 AM	0	76	42	2	29	1	0	0	0	0	0	0	0	150
8:00 AM	0	77	60	1	20	0	0	0	0	0	0	0	0	158
9:00 AM	1	32	35	0	22	2	0	0	0	0	0	0	1	93
10:00 AM	0	26	37	0	10	5	0	0	0	0	0	0	0	78
11:00 AM	0	30	31	0	18	3	0	0	0	0	0	0	0	82
12:00 PM	0	39	24	1	12	0	0	0	0	0	0	0	0	76
1:00 PM	0	51	41	0	17	1	0	0	1	0	0	0	0	111
2:00 PM	0	32	34	0	8	2	0	1	1	0	0	0	0	78
3:00 PM	1	70	38	0	19	1	0	0	0	0	0	0	0	129
4:00 PM	2	46	43	0	14	0	0	0	0	0	0	0	0	105
5:00 PM	0	51	23	0	11	0	0	0	0	0	0	0	0	85
6:00 PM	0	34	25	0	12	0	0	2	0	0	0	0	0	73
7:00 PM	0	19	14	1	1	0	0	0	0	0	0	0	0	35
8:00 PM	0	17	10	0	1	0	0	0	0	0	0	0	0	28
9:00 PM	0	5	8	0	1	0	0	0	0	0	0	0	0	14
10:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
11:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
Total	4	626	481	5	200	15	0	3	2	0	0	0	1	1,337
	0.3%	46.8%	36.0%	0.4%	15.0%	1.1%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.1%	

Location: S Park Loop Rd S/O High School Rd
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 08



**Total Study Average
Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	2	2	0	2	0	0	0	0	0	0	0	0	6
6:00 AM	0	13	9	0	3	0	0	0	0	0	0	0	0	25
7:00 AM	0	30	36	0	7	0	0	0	0	0	0	0	0	73
8:00 AM	0	94	73	1	32	0	0	1	0	0	0	0	0	201
9:00 AM	0	30	41	1	16	2	0	0	0	1	0	0	0	91
10:00 AM	0	31	31	0	15	6	0	0	0	0	0	0	1	84
11:00 AM	0	33	35	2	15	2	0	0	0	0	0	0	0	87
12:00 PM	0	46	43	2	21	2	0	0	0	0	0	0	0	114
1:00 PM	0	37	29	0	18	2	0	0	0	1	0	0	0	87
2:00 PM	0	38	27	0	11	1	0	1	1	0	0	0	0	79
3:00 PM	1	68	56	2	26	1	0	0	1	0	0	0	0	155
4:00 PM	2	58	48	3	17	0	0	0	1	0	0	0	0	129
5:00 PM	0	74	59	0	25	1	0	0	0	0	0	0	0	159
6:00 PM	0	53	25	1	21	0	0	1	0	0	0	0	0	101
7:00 PM	1	12	10	1	3	0	0	0	0	0	0	0	0	27
8:00 PM	0	9	4	0	2	0	0	0	0	0	0	0	0	15
9:00 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
10:00 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	635	533	13	234	17	0	3	3	2	0	0	1	1,445
	0.3%	43.9%	36.9%	0.9%	16.2%	1.2%	0.0%	0.2%	0.2%	0.1%	0.0%	0.0%	0.1%	

Note: Average only considered on days with 24-hours of data.

Location: S Park Loop Rd S/O High School Rd
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 08



**Total Study Average
Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	3	0	1	0	0	0	0	0	0	0	0	5
6:00 AM	0	14	12	0	3	0	0	0	0	0	0	0	0	29
7:00 AM	0	76	42	2	29	1	0	0	0	0	0	0	0	150
8:00 AM	0	77	60	1	20	0	0	0	0	0	0	0	0	158
9:00 AM	1	32	35	0	22	2	0	0	0	0	0	0	1	93
10:00 AM	0	26	37	0	10	5	0	0	0	0	0	0	0	78
11:00 AM	0	30	31	0	18	3	0	0	0	0	0	0	0	82
12:00 PM	0	39	24	1	12	0	0	0	0	0	0	0	0	76
1:00 PM	0	51	41	0	17	1	0	0	1	0	0	0	0	111
2:00 PM	0	32	34	0	8	2	0	1	1	0	0	0	0	78
3:00 PM	1	70	38	0	19	1	0	0	0	0	0	0	0	129
4:00 PM	2	46	43	0	14	0	0	0	0	0	0	0	0	105
5:00 PM	0	51	23	0	11	0	0	0	0	0	0	0	0	85
6:00 PM	0	34	25	0	12	0	0	2	0	0	0	0	0	73
7:00 PM	0	19	14	1	1	0	0	0	0	0	0	0	0	35
8:00 PM	0	17	10	0	1	0	0	0	0	0	0	0	0	28
9:00 PM	0	5	8	0	1	0	0	0	0	0	0	0	0	14
10:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
11:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
Total	4	626	481	5	200	15	0	3	2	0	0	0	1	1,337
	0.3%	46.8%	36.0%	0.4%	15.0%	1.1%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.1%	

Note: Average only considered on days with 24-hours of data.

Vehicle Speed Report Summary

Location: S Park Loop Rd W/O Gregory Ln
Direction: Eastbound / Westbound
Date Range: 10/17/2023 to 10/17/2023
Site Code: 01

Direction	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Eastbound	1	2	48	156	1,291	1,890	432	40	4	2	0	0	0	0	0	0	0	3,866
	0.0%	0.1%	1.2%	4.0%	33.4%	48.9%	11.2%	1.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Westbound	1	4	17	160	1,016	1,671	516	74	5	0	0	0	0	0	0	0	0	3,464
	0.0%	0.1%	0.5%	4.6%	29.3%	48.2%	14.9%	2.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	2	6	65	316	2,307	3,561	948	114	9	2	0	0	0	0	0	0	0	7,330
	0.0%	0.1%	0.9%	4.3%	31.5%	48.6%	12.9%	1.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Total Study Percentile Speed Summary				Total Study Speed Statistics			
Eastbound				Eastbound			
50th Percentile (Median)	31.0	mph		Mean (Average) Speed	30.9	mph	
85th Percentile	34.6	mph		10 mph Pace	26.1 - 36.1	mph	
95th Percentile	37.0	mph		Percent in Pace	83.9	%	
Westbound				Westbound			
50th Percentile (Median)	31.5	mph		Mean (Average) Speed	31.5	mph	
85th Percentile	35.3	mph		10 mph Pace	26.5 - 36.5	mph	
95th Percentile	38.0	mph		Percent in Pace	80.6	%	

Location: S Park Loop Rd W/O Gregory Ln
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 01



Tuesday, October 17, 2023
 Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	2	2	1	0	0	0	0	0	0	0	0	0	0	7
1:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	0	1	9	4	2	0	1	0	0	0	0	0	0	0	17
5:00 AM	0	0	0	0	15	17	18	3	0	0	0	0	0	0	0	0	0	53
6:00 AM	0	0	1	1	31	60	24	7	1	0	0	0	0	0	0	0	0	125
7:00 AM	0	0	1	17	124	100	28	0	0	1	0	0	0	0	0	0	0	271
8:00 AM	0	0	14	47	234	145	12	1	0	0	0	0	0	0	0	0	0	453
9:00 AM	1	1	5	14	102	116	13	0	0	0	0	0	0	0	0	0	0	252
10:00 AM	0	0	2	4	49	90	33	1	0	0	0	0	0	0	0	0	0	179
11:00 AM	0	0	2	5	41	110	36	5	0	0	0	0	0	0	0	0	0	199
12:00 PM	0	1	2	13	60	119	34	3	1	0	0	0	0	0	0	0	0	233
1:00 PM	0	0	1	3	73	118	23	3	0	0	0	0	0	0	0	0	0	221
2:00 PM	0	0	1	5	34	97	38	5	0	0	0	0	0	0	0	0	0	180
3:00 PM	0	0	7	12	96	190	29	0	0	0	0	0	0	0	0	0	0	334
4:00 PM	0	0	3	17	140	194	38	2	0	0	0	0	0	0	0	0	0	394
5:00 PM	0	0	4	3	94	214	35	2	0	0	0	0	0	0	0	0	0	352
6:00 PM	0	0	3	3	77	136	23	1	1	0	0	0	0	0	0	0	0	244
7:00 PM	0	0	1	1	41	72	26	2	1	0	0	0	0	0	0	0	0	144
8:00 PM	0	0	1	2	37	45	11	0	0	0	0	0	0	0	0	0	0	96
9:00 PM	0	0	0	0	21	29	5	0	0	0	0	0	0	0	0	0	0	55
10:00 PM	0	0	0	3	13	18	1	1	0	0	0	0	0	0	0	0	0	36
11:00 PM	0	0	0	3	5	7	0	2	0	0	0	0	0	0	0	0	0	17
Total	1	2	48	156	1,291	1,890	432	40	4	2	0	0	0	0	0	0	0	3,866
	0.0%	0.1%	1.2%	4.0%	33.4%	48.9%	11.2%	1.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	31.0	mph	Mean (Average) Speed	30.9	mph
85th Percentile	34.6	mph	10 mph Pace	26.1 - 36.1	mph
95th Percentile	37.0	mph	Percent in Pace	83.9	%

Location: S Park Loop Rd W/O Gregory Ln
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 01



Tuesday, October 17, 2023

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	7
1:00 AM	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	4
5:00 AM	0	0	0	0	5	1	1	2	0	0	0	0	0	0	0	0	0	9
6:00 AM	0	0	0	0	9	31	15	2	1	0	0	0	0	0	0	0	0	58
7:00 AM	1	0	0	10	68	121	23	5	2	0	0	0	0	0	0	0	0	230
8:00 AM	0	0	4	61	163	122	26	3	0	0	0	0	0	0	0	0	0	379
9:00 AM	0	1	0	11	46	76	24	4	0	0	0	0	0	0	0	0	0	162
10:00 AM	0	0	0	7	28	65	38	6	0	0	0	0	0	0	0	0	0	144
11:00 AM	0	1	0	2	35	86	36	3	0	0	0	0	0	0	0	0	0	163
12:00 PM	0	0	0	1	40	95	39	8	1	0	0	0	0	0	0	0	0	184
1:00 PM	0	1	4	6	37	99	52	5	0	0	0	0	0	0	0	0	0	204
2:00 PM	0	0	0	3	40	106	38	9	0	0	0	0	0	0	0	0	0	196
3:00 PM	0	0	0	22	110	150	28	4	0	0	0	0	0	0	0	0	0	314
4:00 PM	0	0	0	5	74	142	38	5	0	0	0	0	0	0	0	0	0	264
5:00 PM	0	0	2	12	125	163	41	2	1	0	0	0	0	0	0	0	0	346
6:00 PM	0	0	0	4	98	144	31	2	0	0	0	0	0	0	0	0	0	279
7:00 PM	0	0	1	3	40	98	36	2	0	0	0	0	0	0	0	0	0	180
8:00 PM	0	0	3	3	23	55	14	4	0	0	0	0	0	0	0	0	0	102
9:00 PM	0	0	0	5	25	55	9	7	0	0	0	0	0	0	0	0	0	101
10:00 PM	0	1	1	3	29	41	14	0	0	0	0	0	0	0	0	0	0	89
11:00 PM	0	0	1	1	16	12	9	1	0	0	0	0	0	0	0	0	0	40
Total	1	4	17	160	1,016	1,671	516	74	5	0	0	0	0	0	0	0	0	3,464
	0.0%	0.1%	0.5%	4.6%	29.3%	48.2%	14.9%	2.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	31.5	mph	Mean (Average) Speed	31.5	mph
85th Percentile	35.3	mph	10 mph Pace	26.5 - 36.5	mph
95th Percentile	38.0	mph	Percent in Pace	80.63	%

Location: S Park Loop Rd W/O Gregory Ln
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 01



**Total Study Average
Eastbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	2	2	1	0	0	0	0	0	0	0	0	0	0	7
1:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	0	1	9	4	2	0	1	0	0	0	0	0	0	0	17
5:00 AM	0	0	0	0	15	17	18	3	0	0	0	0	0	0	0	0	0	53
6:00 AM	0	0	1	1	31	60	24	7	1	0	0	0	0	0	0	0	0	125
7:00 AM	0	0	1	17	124	100	28	0	0	1	0	0	0	0	0	0	0	271
8:00 AM	0	0	14	47	234	145	12	1	0	0	0	0	0	0	0	0	0	453
9:00 AM	1	1	5	14	102	116	13	0	0	0	0	0	0	0	0	0	0	252
10:00 AM	0	0	2	4	49	90	33	1	0	0	0	0	0	0	0	0	0	179
11:00 AM	0	0	2	5	41	110	36	5	0	0	0	0	0	0	0	0	0	199
12:00 PM	0	1	2	13	60	119	34	3	1	0	0	0	0	0	0	0	0	233
1:00 PM	0	0	1	3	73	118	23	3	0	0	0	0	0	0	0	0	0	221
2:00 PM	0	0	1	5	34	97	38	5	0	0	0	0	0	0	0	0	0	180
3:00 PM	0	0	7	12	96	190	29	0	0	0	0	0	0	0	0	0	0	334
4:00 PM	0	0	3	17	140	194	38	2	0	0	0	0	0	0	0	0	0	394
5:00 PM	0	0	4	3	94	214	35	2	0	0	0	0	0	0	0	0	0	352
6:00 PM	0	0	3	3	77	136	23	1	1	0	0	0	0	0	0	0	0	244
7:00 PM	0	0	1	1	41	72	26	2	1	0	0	0	0	0	0	0	0	144
8:00 PM	0	0	1	2	37	45	11	0	0	0	0	0	0	0	0	0	0	96
9:00 PM	0	0	0	0	21	29	5	0	0	0	0	0	0	0	0	0	0	55
10:00 PM	0	0	0	3	13	18	1	1	0	0	0	0	0	0	0	0	0	36
11:00 PM	0	0	0	3	5	7	0	2	0	0	0	0	0	0	0	0	0	17
Total	1	2	48	156	1,291	1,890	432	40	4	2	0	0	0	0	0	0	0	3,866
	0.0%	0.1%	1.2%	4.0%	33.4%	48.9%	11.2%	1.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	31.0	mph	Mean (Average) Speed	30.9	mph
85th Percentile	34.6	mph	10 mph Pace	26.1 - 36.1	mph
95th Percentile	37.0	mph	Percent in Pace	83.9	%

Location: S Park Loop Rd W/O Gregory Ln
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 01



Total Study Average
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	7
1:00 AM	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	4
5:00 AM	0	0	0	0	5	1	1	2	0	0	0	0	0	0	0	0	0	9
6:00 AM	0	0	0	0	9	31	15	2	1	0	0	0	0	0	0	0	0	58
7:00 AM	1	0	0	10	68	121	23	5	2	0	0	0	0	0	0	0	0	230
8:00 AM	0	0	4	61	163	122	26	3	0	0	0	0	0	0	0	0	0	379
9:00 AM	0	1	0	11	46	76	24	4	0	0	0	0	0	0	0	0	0	162
10:00 AM	0	0	0	7	28	65	38	6	0	0	0	0	0	0	0	0	0	144
11:00 AM	0	1	0	2	35	86	36	3	0	0	0	0	0	0	0	0	0	163
12:00 PM	0	0	0	1	40	95	39	8	1	0	0	0	0	0	0	0	0	184
1:00 PM	0	1	4	6	37	99	52	5	0	0	0	0	0	0	0	0	0	204
2:00 PM	0	0	0	3	40	106	38	9	0	0	0	0	0	0	0	0	0	196
3:00 PM	0	0	0	22	110	150	28	4	0	0	0	0	0	0	0	0	0	314
4:00 PM	0	0	0	5	74	142	38	5	0	0	0	0	0	0	0	0	0	264
5:00 PM	0	0	2	12	125	163	41	2	1	0	0	0	0	0	0	0	0	346
6:00 PM	0	0	0	4	98	144	31	2	0	0	0	0	0	0	0	0	0	279
7:00 PM	0	0	1	3	40	98	36	2	0	0	0	0	0	0	0	0	0	180
8:00 PM	0	0	3	3	23	55	14	4	0	0	0	0	0	0	0	0	0	102
9:00 PM	0	0	0	5	25	55	9	7	0	0	0	0	0	0	0	0	0	101
10:00 PM	0	1	1	3	29	41	14	0	0	0	0	0	0	0	0	0	0	89
11:00 PM	0	0	1	1	16	12	9	1	0	0	0	0	0	0	0	0	0	40
Total	1	4	17	160	1,016	1,671	516	74	5	0	0	0	0	0	0	0	0	3,464
	0.0%	0.1%	0.5%	4.6%	29.3%	48.2%	14.9%	2.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	31.5	mph	Mean (Average) Speed	31.5	mph
85th Percentile	35.3	mph	10 mph Pace	26.5 - 36.5	mph
95th Percentile	38.0	mph	Percent in Pace	80.6	%

Vehicle Speed Report Summary

Location: S Park Loop Rd E/O Whitehouse Dr
Direction: Eastbound / Westbound
Date Range: 10/17/2023 to 10/17/2023
Site Code: 02

Direction	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Eastbound	0	0	15	56	308	835	659	162	23	2	0	0	0	0	0	0	0	2,060
	0.0%	0.0%	0.7%	2.7%	15.0%	40.5%	32.0%	7.9%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Westbound	0	1	9	52	581	936	279	26	4	1	1	0	0	0	0	0	0	1,890
	0.0%	0.1%	0.5%	2.8%	30.7%	49.5%	14.8%	1.4%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	0	1	24	108	889	1,771	938	188	27	3	1	0	0	0	0	0	0	3,950
	0.0%	0.0%	0.6%	2.7%	22.5%	44.8%	23.7%	4.8%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Total Study Percentile Speed Summary				Total Study Speed Statistics			
Eastbound				Eastbound			
50th Percentile (Median)	34.0	mph		Mean (Average) Speed	33.9	mph	
85th Percentile	38.7	mph		10 mph Pace	28.9 - 38.9	mph	
95th Percentile	41.6	mph		Percent in Pace	74.0	%	
Westbound				Westbound			
50th Percentile (Median)	31.4	mph		Mean (Average) Speed	31.5	mph	
85th Percentile	35.2	mph		10 mph Pace	26.8 - 36.8	mph	
95th Percentile	37.6	mph		Percent in Pace	84.1	%	

Location: S Park Loop Rd E/O Whitehouse Dr
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 02



Tuesday, October 17, 2023
 Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	2	3	4	1	0	0	0	0	0	0	0	0	0	10
5:00 AM	0	0	0	0	7	4	10	6	0	0	0	0	0	0	0	0	0	27
6:00 AM	0	0	1	1	12	14	24	9	1	1	0	0	0	0	0	0	0	63
7:00 AM	0	0	0	5	12	48	34	3	1	0	0	0	0	0	0	0	0	103
8:00 AM	0	0	0	4	32	115	56	10	0	0	0	0	0	0	0	0	0	217
9:00 AM	0	0	1	4	28	70	39	9	0	1	0	0	0	0	0	0	0	152
10:00 AM	0	0	0	2	17	36	36	13	3	0	0	0	0	0	0	0	0	107
11:00 AM	0	0	1	2	6	53	62	18	3	0	0	0	0	0	0	0	0	145
12:00 PM	0	0	0	1	17	69	57	20	3	0	0	0	0	0	0	0	0	167
1:00 PM	0	0	0	2	13	38	63	12	0	0	0	0	0	0	0	0	0	128
2:00 PM	0	0	0	1	16	34	52	9	4	0	0	0	0	0	0	0	0	116
3:00 PM	0	0	2	1	22	66	67	14	0	0	0	0	0	0	0	0	0	172
4:00 PM	0	0	0	8	27	90	47	5	4	0	0	0	0	0	0	0	0	181
5:00 PM	0	0	8	15	41	82	34	8	0	0	0	0	0	0	0	0	0	188
6:00 PM	0	0	0	6	19	61	27	11	3	0	0	0	0	0	0	0	0	127
7:00 PM	0	0	1	4	14	23	19	7	1	0	0	0	0	0	0	0	0	69
8:00 PM	0	0	0	0	9	16	13	1	0	0	0	0	0	0	0	0	0	39
9:00 PM	0	0	0	0	7	8	9	3	0	0	0	0	0	0	0	0	0	27
10:00 PM	0	0	0	0	5	4	3	1	0	0	0	0	0	0	0	0	0	13
11:00 PM	0	0	1	0	0	1	1	1	0	0	0	0	0	0	0	0	0	4
Total	0	0	15	56	308	835	659	162	23	2	0	0	0	0	0	0	0	2,060
	0.0%	0.0%	0.7%	2.7%	15.0%	40.5%	32.0%	7.9%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	34.0	mph	Mean (Average) Speed	33.9	mph
85th Percentile	38.7	mph	10 mph Pace	28.9 - 38.9	mph
95th Percentile	41.6	mph	Percent in Pace	74.0	%

Location: S Park Loop Rd E/O Whitehouse Dr
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 02



Tuesday, October 17, 2023

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	0	0	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
6:00 AM	0	0	0	0	7	22	5	3	0	0	0	0	0	0	0	0	0	37
7:00 AM	0	1	0	2	51	77	17	3	1	0	0	0	0	0	0	0	0	152
8:00 AM	0	0	0	10	64	82	27	1	0	1	0	0	0	0	0	0	0	185
9:00 AM	0	0	2	4	26	51	11	2	0	0	0	0	0	0	0	0	0	96
10:00 AM	0	0	1	0	32	48	19	1	0	0	0	0	0	0	0	0	0	101
11:00 AM	0	0	0	3	20	48	25	0	0	0	0	0	0	0	0	0	0	96
12:00 PM	0	0	1	3	34	68	19	2	0	0	0	0	0	0	0	0	0	127
1:00 PM	0	0	0	6	24	81	30	1	0	0	0	0	0	0	0	0	0	142
2:00 PM	0	0	0	1	31	65	19	2	0	0	0	0	0	0	0	0	0	118
3:00 PM	0	0	0	3	43	74	23	4	0	0	0	0	0	0	0	0	0	147
4:00 PM	0	0	1	1	39	65	15	2	1	0	0	0	0	0	0	0	0	124
5:00 PM	0	0	0	1	72	72	19	0	1	0	0	0	0	0	0	0	0	165
6:00 PM	0	0	2	10	49	59	19	1	0	0	0	0	0	0	0	0	0	140
7:00 PM	0	0	1	4	28	54	10	0	0	0	0	0	0	0	0	0	0	97
8:00 PM	0	0	1	2	20	17	7	0	0	0	0	0	0	0	0	0	0	47
9:00 PM	0	0	0	1	15	20	6	3	1	0	1	0	0	0	0	0	0	47
10:00 PM	0	0	0	1	9	20	3	0	0	0	0	0	0	0	0	0	0	33
11:00 PM	0	0	0	0	11	8	2	0	0	0	0	0	0	0	0	0	0	21
Total	0	1	9	52	581	936	279	26	4	1	1	0	0	0	0	0	0	1,890
	0.0%	0.1%	0.5%	2.8%	30.7%	49.5%	14.8%	1.4%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	31.4	mph	Mean (Average) Speed	31.5	mph
85th Percentile	35.2	mph	10 mph Pace	26.8 - 36.8	mph
95th Percentile	37.6	mph	Percent in Pace	84.07	%

Location: S Park Loop Rd E/O Whitehouse Dr
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 02



**Total Study Average
Eastbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	2	3	4	1	0	0	0	0	0	0	0	0	0	10
5:00 AM	0	0	0	0	7	4	10	6	0	0	0	0	0	0	0	0	0	27
6:00 AM	0	0	1	1	12	14	24	9	1	1	0	0	0	0	0	0	0	63
7:00 AM	0	0	0	5	12	48	34	3	1	0	0	0	0	0	0	0	0	103
8:00 AM	0	0	0	4	32	115	56	10	0	0	0	0	0	0	0	0	0	217
9:00 AM	0	0	1	4	28	70	39	9	0	1	0	0	0	0	0	0	0	152
10:00 AM	0	0	0	2	17	36	36	13	3	0	0	0	0	0	0	0	0	107
11:00 AM	0	0	1	2	6	53	62	18	3	0	0	0	0	0	0	0	0	145
12:00 PM	0	0	0	1	17	69	57	20	3	0	0	0	0	0	0	0	0	167
1:00 PM	0	0	0	2	13	38	63	12	0	0	0	0	0	0	0	0	0	128
2:00 PM	0	0	0	1	16	34	52	9	4	0	0	0	0	0	0	0	0	116
3:00 PM	0	0	2	1	22	66	67	14	0	0	0	0	0	0	0	0	0	172
4:00 PM	0	0	0	8	27	90	47	5	4	0	0	0	0	0	0	0	0	181
5:00 PM	0	0	8	15	41	82	34	8	0	0	0	0	0	0	0	0	0	188
6:00 PM	0	0	0	6	19	61	27	11	3	0	0	0	0	0	0	0	0	127
7:00 PM	0	0	1	4	14	23	19	7	1	0	0	0	0	0	0	0	0	69
8:00 PM	0	0	0	0	9	16	13	1	0	0	0	0	0	0	0	0	0	39
9:00 PM	0	0	0	0	7	8	9	3	0	0	0	0	0	0	0	0	0	27
10:00 PM	0	0	0	0	5	4	3	1	0	0	0	0	0	0	0	0	0	13
11:00 PM	0	0	1	0	0	1	1	1	0	0	0	0	0	0	0	0	0	4
Total	0	0	15	56	308	835	659	162	23	2	0	0	0	0	0	0	0	2,060
	0.0%	0.0%	0.7%	2.7%	15.0%	40.5%	32.0%	7.9%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	34.0	mph	Mean (Average) Speed	33.9	mph
85th Percentile	38.7	mph	10 mph Pace	28.9 - 38.9	mph
95th Percentile	41.6	mph	Percent in Pace	74.0	%

Location: S Park Loop Rd E/O Whitehouse Dr
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 02



Total Study Average
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	0	0	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
6:00 AM	0	0	0	0	7	22	5	3	0	0	0	0	0	0	0	0	0	37
7:00 AM	0	1	0	2	51	77	17	3	1	0	0	0	0	0	0	0	0	152
8:00 AM	0	0	0	10	64	82	27	1	0	1	0	0	0	0	0	0	0	185
9:00 AM	0	0	2	4	26	51	11	2	0	0	0	0	0	0	0	0	0	96
10:00 AM	0	0	1	0	32	48	19	1	0	0	0	0	0	0	0	0	0	101
11:00 AM	0	0	0	3	20	48	25	0	0	0	0	0	0	0	0	0	0	96
12:00 PM	0	0	1	3	34	68	19	2	0	0	0	0	0	0	0	0	0	127
1:00 PM	0	0	0	6	24	81	30	1	0	0	0	0	0	0	0	0	0	142
2:00 PM	0	0	0	1	31	65	19	2	0	0	0	0	0	0	0	0	0	118
3:00 PM	0	0	0	3	43	74	23	4	0	0	0	0	0	0	0	0	0	147
4:00 PM	0	0	1	1	39	65	15	2	1	0	0	0	0	0	0	0	0	124
5:00 PM	0	0	0	1	72	72	19	0	1	0	0	0	0	0	0	0	0	165
6:00 PM	0	0	2	10	49	59	19	1	0	0	0	0	0	0	0	0	0	140
7:00 PM	0	0	1	4	28	54	10	0	0	0	0	0	0	0	0	0	0	97
8:00 PM	0	0	1	2	20	17	7	0	0	0	0	0	0	0	0	0	0	47
9:00 PM	0	0	0	1	15	20	6	3	1	0	1	0	0	0	0	0	0	47
10:00 PM	0	0	0	1	9	20	3	0	0	0	0	0	0	0	0	0	0	33
11:00 PM	0	0	0	0	11	8	2	0	0	0	0	0	0	0	0	0	0	21
Total	0	1	9	52	581	936	279	26	4	1	1	0	0	0	0	0	0	1,890
	0.0%	0.1%	0.5%	2.8%	30.7%	49.5%	14.8%	1.4%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	31.4	mph	Mean (Average) Speed	31.5	mph
85th Percentile	35.2	mph	10 mph Pace	26.8 - 36.8	mph
95th Percentile	37.6	mph	Percent in Pace	84.1	%

Vehicle Speed Report Summary

Location: S Park Loop Rd N/O Rangeview Dr
Direction: Northbound / Southbound
Date Range: 10/17/2023 to 10/17/2023
Site Code: 03

Direction	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Northbound	0	3	6	32	259	537	329	63	7	4	3	0	0	0	0	0	0	1,243
	0.0%	0.2%	0.5%	2.6%	20.8%	43.2%	26.5%	5.1%	0.6%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Southbound	0	2	9	47	272	485	214	36	4	0	0	1	0	0	0	0	0	1,070
	0.0%	0.2%	0.8%	4.4%	25.4%	45.3%	20.0%	3.4%	0.4%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	0	5	15	79	531	1,022	543	99	11	4	3	1	0	0	0	0	0	2,313
	0.0%	0.2%	0.6%	3.4%	23.0%	44.2%	23.5%	4.3%	0.5%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Total Study Percentile Speed Summary				Total Study Speed Statistics			
Northbound				Northbound			
50th Percentile (Median)		33.2	mph	Mean (Average) Speed		33.1	mph
85th Percentile		37.7	mph	10 mph Pace		28.4 - 38.4	mph
95th Percentile		40.6	mph	Percent in Pace		75.7	%
Southbound				Southbound			
50th Percentile (Median)		32.0	mph	Mean (Average) Speed		32.1	mph
85th Percentile		36.6	mph	10 mph Pace		27.5 - 37.5	mph
95th Percentile		39.3	mph	Percent in Pace		76.9	%

Location: S Park Loop Rd N/O Rangeview Dr
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 03



Tuesday, October 17, 2023

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	1	1	2	1	3	0	0	0	0	0	0	0	0	0	8
6:00 AM	0	0	0	0	3	5	3	1	0	3	1	0	0	0	0	0	0	16
7:00 AM	0	0	0	1	10	19	7	2	0	0	0	0	0	0	0	0	0	39
8:00 AM	0	0	0	3	28	73	33	2	0	0	0	0	0	0	0	0	0	139
9:00 AM	0	0	1	9	13	30	22	6	1	0	1	0	0	0	0	0	0	83
10:00 AM	0	0	1	0	16	25	15	4	1	0	0	0	0	0	0	0	0	62
11:00 AM	0	0	0	2	16	31	17	5	1	0	1	0	0	0	0	0	0	73
12:00 PM	0	0	0	1	18	45	37	5	1	0	0	0	0	0	0	0	0	107
1:00 PM	0	0	0	0	15	31	27	7	1	1	0	0	0	0	0	0	0	82
2:00 PM	0	0	0	1	10	25	28	5	0	0	0	0	0	0	0	0	0	69
3:00 PM	0	0	0	5	20	59	30	8	1	0	0	0	0	0	0	0	0	123
4:00 PM	0	0	0	1	28	59	33	5	0	0	0	0	0	0	0	0	0	126
5:00 PM	0	2	0	1	28	65	40	4	0	0	0	0	0	0	0	0	0	140
6:00 PM	0	1	1	1	23	46	20	4	1	0	0	0	0	0	0	0	0	97
7:00 PM	0	0	1	1	16	11	6	0	0	0	0	0	0	0	0	0	0	35
8:00 PM	0	0	1	1	8	5	5	1	0	0	0	0	0	0	0	0	0	21
9:00 PM	0	0	1	3	1	5	3	0	0	0	0	0	0	0	0	0	0	13
10:00 PM	0	0	0	0	4	0	2	1	0	0	0	0	0	0	0	0	0	7
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	6	32	259	537	329	63	7	4	3	0	0	0	0	0	0	1,243
	0.0%	0.2%	0.5%	2.6%	20.8%	43.2%	26.5%	5.1%	0.6%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	33.2	mph	Mean (Average) Speed	33.1	mph
85th Percentile	37.7	mph	10 mph Pace	28.4 - 38.4	mph
95th Percentile	40.6	mph	Percent in Pace	75.7	%

Location: S Park Loop Rd N/O Rangeview Dr
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 03



Tuesday, October 17, 2023

Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	3	1	0	0	1	0	0	0	0	0	0	0	0	5
6:00 AM	0	0	0	0	6	10	5	1	1	0	0	0	0	0	0	0	0	23
7:00 AM	0	1	0	5	43	67	19	2	0	0	0	0	0	0	0	0	0	137
8:00 AM	0	0	4	13	51	60	28	1	0	0	0	0	0	0	0	0	0	157
9:00 AM	0	0	1	2	15	28	13	4	0	0	0	0	0	0	0	0	0	63
10:00 AM	0	0	0	1	11	29	14	2	0	0	0	0	0	0	0	0	0	57
11:00 AM	0	0	1	0	12	28	14	3	1	0	0	0	0	0	0	0	0	59
12:00 PM	0	0	1	7	17	27	10	3	0	0	0	0	0	0	0	0	0	65
1:00 PM	0	0	1	5	16	30	19	4	0	0	0	0	0	0	0	0	0	75
2:00 PM	0	0	0	2	13	34	16	1	0	0	0	0	0	0	0	0	0	66
3:00 PM	0	0	0	5	21	32	23	4	0	0	0	1	0	0	0	0	0	86
4:00 PM	0	0	0	1	12	36	13	4	0	0	0	0	0	0	0	0	0	66
5:00 PM	0	0	1	1	18	33	16	1	1	0	0	0	0	0	0	0	0	71
6:00 PM	0	0	0	4	18	31	11	2	0	0	0	0	0	0	0	0	0	66
7:00 PM	0	0	0	0	7	15	7	2	0	0	0	0	0	0	0	0	0	31
8:00 PM	0	0	0	0	5	12	3	0	0	0	0	0	0	0	0	0	0	20
9:00 PM	0	0	0	1	1	6	2	1	0	0	0	0	0	0	0	0	0	11
10:00 PM	0	0	0	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
11:00 PM	0	1	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	5
Total	0	2	9	47	272	485	214	36	4	0	0	1	0	0	0	0	0	1,070
	0.0%	0.2%	0.8%	4.4%	25.4%	45.3%	20.0%	3.4%	0.4%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	32.0	mph	Mean (Average) Speed	32.1	mph
85th Percentile	36.6	mph	10 mph Pace	27.5 - 37.5	mph
95th Percentile	39.3	mph	Percent in Pace	76.92	%

Location: S Park Loop Rd N/O Rangeview Dr
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 03



**Total Study Average
Northbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	1	1	2	1	3	0	0	0	0	0	0	0	0	0	8
6:00 AM	0	0	0	0	3	5	3	1	0	3	1	0	0	0	0	0	0	16
7:00 AM	0	0	0	1	10	19	7	2	0	0	0	0	0	0	0	0	0	39
8:00 AM	0	0	0	3	28	73	33	2	0	0	0	0	0	0	0	0	0	139
9:00 AM	0	0	1	9	13	30	22	6	1	0	1	0	0	0	0	0	0	83
10:00 AM	0	0	1	0	16	25	15	4	1	0	0	0	0	0	0	0	0	62
11:00 AM	0	0	0	2	16	31	17	5	1	0	1	0	0	0	0	0	0	73
12:00 PM	0	0	0	1	18	45	37	5	1	0	0	0	0	0	0	0	0	107
1:00 PM	0	0	0	0	15	31	27	7	1	1	0	0	0	0	0	0	0	82
2:00 PM	0	0	0	1	10	25	28	5	0	0	0	0	0	0	0	0	0	69
3:00 PM	0	0	0	5	20	59	30	8	1	0	0	0	0	0	0	0	0	123
4:00 PM	0	0	0	1	28	59	33	5	0	0	0	0	0	0	0	0	0	126
5:00 PM	0	2	0	1	28	65	40	4	0	0	0	0	0	0	0	0	0	140
6:00 PM	0	1	1	1	23	46	20	4	1	0	0	0	0	0	0	0	0	97
7:00 PM	0	0	1	1	16	11	6	0	0	0	0	0	0	0	0	0	0	35
8:00 PM	0	0	1	1	8	5	5	1	0	0	0	0	0	0	0	0	0	21
9:00 PM	0	0	1	3	1	5	3	0	0	0	0	0	0	0	0	0	0	13
10:00 PM	0	0	0	0	4	0	2	1	0	0	0	0	0	0	0	0	0	7
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	6	32	259	537	329	63	7	4	3	0	0	0	0	0	0	1,243
	0.0%	0.2%	0.5%	2.6%	20.8%	43.2%	26.5%	5.1%	0.6%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	33.2	mph	Mean (Average) Speed	33.1	mph
85th Percentile	37.7	mph	10 mph Pace	28.4 - 38.4	mph
95th Percentile	40.6	mph	Percent in Pace	75.7	%

Location: S Park Loop Rd N/O Rangeview Dr
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 03



**Total Study Average
Southbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	3	1	0	0	1	0	0	0	0	0	0	0	0	5
6:00 AM	0	0	0	0	6	10	5	1	1	0	0	0	0	0	0	0	0	23
7:00 AM	0	1	0	5	43	67	19	2	0	0	0	0	0	0	0	0	0	137
8:00 AM	0	0	4	13	51	60	28	1	0	0	0	0	0	0	0	0	0	157
9:00 AM	0	0	1	2	15	28	13	4	0	0	0	0	0	0	0	0	0	63
10:00 AM	0	0	0	1	11	29	14	2	0	0	0	0	0	0	0	0	0	57
11:00 AM	0	0	1	0	12	28	14	3	1	0	0	0	0	0	0	0	0	59
12:00 PM	0	0	1	7	17	27	10	3	0	0	0	0	0	0	0	0	0	65
1:00 PM	0	0	1	5	16	30	19	4	0	0	0	0	0	0	0	0	0	75
2:00 PM	0	0	0	2	13	34	16	1	0	0	0	0	0	0	0	0	0	66
3:00 PM	0	0	0	5	21	32	23	4	0	0	0	1	0	0	0	0	0	86
4:00 PM	0	0	0	1	12	36	13	4	0	0	0	0	0	0	0	0	0	66
5:00 PM	0	0	1	1	18	33	16	1	1	0	0	0	0	0	0	0	0	71
6:00 PM	0	0	0	4	18	31	11	2	0	0	0	0	0	0	0	0	0	66
7:00 PM	0	0	0	0	7	15	7	2	0	0	0	0	0	0	0	0	0	31
8:00 PM	0	0	0	0	5	12	3	0	0	0	0	0	0	0	0	0	0	20
9:00 PM	0	0	0	1	1	6	2	1	0	0	0	0	0	0	0	0	0	11
10:00 PM	0	0	0	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
11:00 PM	0	1	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	5
Total	0	2	9	47	272	485	214	36	4	0	0	1	0	0	0	0	0	1,070
	0.0%	0.2%	0.8%	4.4%	25.4%	45.3%	20.0%	3.4%	0.4%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	32.0	mph	Mean (Average) Speed	32.1	mph
85th Percentile	36.6	mph	10 mph Pace	27.5 - 37.5	mph
95th Percentile	39.3	mph	Percent in Pace	76.9	%

Vehicle Speed Report Summary

Location: Blair Dr E/O Blair Pl
Direction: Eastbound / Westbound
Date Range: 10/17/2023 to 10/17/2023
Site Code: 04

Direction	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Eastbound	2	6	101	302	104	11	1	0	0	0	0	0	0	0	0	0	0	527
	0.4%	1.1%	19.2%	57.3%	19.7%	2.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Westbound	6	9	151	438	159	26	2	0	0	0	0	0	0	0	0	0	0	791
	0.8%	1.1%	19.1%	55.4%	20.1%	3.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	8	15	252	740	263	37	3	0	0	0	0	0	0	0	0	0	0	1,318
	0.6%	1.1%	19.1%	56.1%	20.0%	2.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Total Study Percentile Speed Summary				Total Study Speed Statistics			
Eastbound				Eastbound			
50th Percentile (Median)	22.7	mph		Mean (Average) Speed	22.7	mph	
85th Percentile	26.1	mph		10 mph Pace	17.1 - 27.1	mph	
95th Percentile	28.7	mph		Percent in Pace	85.8	%	
Westbound				Westbound			
50th Percentile (Median)	22.6	mph		Mean (Average) Speed	22.7	mph	
85th Percentile	26.5	mph		10 mph Pace	18.1 - 28.1	mph	
95th Percentile	29.3	mph		Percent in Pace	83.9	%	

Location: Blair Dr E/O Blair Pl
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 04



Tuesday, October 17, 2023
 Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:00 AM	0	1	6	11	3	0	0	0	0	0	0	0	0	0	0	0	0	21
8:00 AM	0	1	4	37	7	0	0	0	0	0	0	0	0	0	0	0	0	49
9:00 AM	0	0	2	10	3	2	0	0	0	0	0	0	0	0	0	0	0	17
10:00 AM	0	0	2	12	7	1	0	0	0	0	0	0	0	0	0	0	0	22
11:00 AM	0	0	5	7	4	1	1	0	0	0	0	0	0	0	0	0	0	18
12:00 PM	0	0	5	24	8	1	0	0	0	0	0	0	0	0	0	0	0	38
1:00 PM	1	0	7	18	6	0	0	0	0	0	0	0	0	0	0	0	0	32
2:00 PM	0	0	3	18	7	0	0	0	0	0	0	0	0	0	0	0	0	28
3:00 PM	0	0	10	29	7	0	0	0	0	0	0	0	0	0	0	0	0	46
4:00 PM	1	0	11	29	10	1	0	0	0	0	0	0	0	0	0	0	0	52
5:00 PM	0	1	7	33	11	2	0	0	0	0	0	0	0	0	0	0	0	54
6:00 PM	0	2	16	19	12	0	0	0	0	0	0	0	0	0	0	0	0	49
7:00 PM	0	0	9	17	6	1	0	0	0	0	0	0	0	0	0	0	0	33
8:00 PM	0	0	5	13	5	0	0	0	0	0	0	0	0	0	0	0	0	23
9:00 PM	0	0	4	9	4	0	0	0	0	0	0	0	0	0	0	0	0	17
10:00 PM	0	1	3	10	4	0	0	0	0	0	0	0	0	0	0	0	0	18
11:00 PM	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3
Total	2	6	101	302	104	11	1	0	0	0	0	0	0	0	0	0	0	527
	0.4%	1.1%	19.2%	57.3%	19.7%	2.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	22.7	mph	Mean (Average) Speed	22.7	mph
85th Percentile	26.1	mph	10 mph Pace	17.1 - 27.1	mph
95th Percentile	28.7	mph	Percent in Pace	85.8	%

Location: Blair Dr E/O Blair Pl
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 04



Tuesday, October 17, 2023

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
5:00 AM	0	0	2	1	5	3	1	0	0	0	0	0	0	0	0	0	0	12
6:00 AM	0	0	4	14	7	2	0	0	0	0	0	0	0	0	0	0	0	27
7:00 AM	0	0	19	50	18	2	1	0	0	0	0	0	0	0	0	0	0	90
8:00 AM	1	0	8	41	25	5	0	0	0	0	0	0	0	0	0	0	0	80
9:00 AM	0	0	2	21	16	0	0	0	0	0	0	0	0	0	0	0	0	39
10:00 AM	0	0	1	7	3	0	0	0	0	0	0	0	0	0	0	0	0	11
11:00 AM	1	0	2	16	5	1	0	0	0	0	0	0	0	0	0	0	0	25
12:00 PM	0	0	4	14	10	1	0	0	0	0	0	0	0	0	0	0	0	29
1:00 PM	0	0	6	14	5	1	0	0	0	0	0	0	0	0	0	0	0	26
2:00 PM	1	1	5	25	9	1	0	0	0	0	0	0	0	0	0	0	0	42
3:00 PM	0	0	16	36	5	0	0	0	0	0	0	0	0	0	0	0	0	57
4:00 PM	1	2	10	40	8	2	0	0	0	0	0	0	0	0	0	0	0	63
5:00 PM	1	1	24	52	12	1	0	0	0	0	0	0	0	0	0	0	0	91
6:00 PM	0	0	17	27	6	1	0	0	0	0	0	0	0	0	0	0	0	51
7:00 PM	0	0	7	31	7	2	0	0	0	0	0	0	0	0	0	0	0	47
8:00 PM	0	0	12	20	4	1	0	0	0	0	0	0	0	0	0	0	0	37
9:00 PM	1	3	5	13	6	0	0	0	0	0	0	0	0	0	0	0	0	28
10:00 PM	0	0	4	8	3	1	0	0	0	0	0	0	0	0	0	0	0	16
11:00 PM	0	0	3	7	2	0	0	0	0	0	0	0	0	0	0	0	0	12
Total	6	9	151	438	159	26	2	0	0	0	0	0	0	0	0	0	0	791
	0.8%	1.1%	19.1%	55.4%	20.1%	3.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	22.6	mph	Mean (Average) Speed	22.7	mph
85th Percentile	26.5	mph	10 mph Pace	18.1 - 28.1	mph
95th Percentile	29.3	mph	Percent in Pace	83.94	%

Location: Blair Dr E/O Blair Pl
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 04



**Total Study Average
Eastbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:00 AM	0	1	6	11	3	0	0	0	0	0	0	0	0	0	0	0	0	21
8:00 AM	0	1	4	37	7	0	0	0	0	0	0	0	0	0	0	0	0	49
9:00 AM	0	0	2	10	3	2	0	0	0	0	0	0	0	0	0	0	0	17
10:00 AM	0	0	2	12	7	1	0	0	0	0	0	0	0	0	0	0	0	22
11:00 AM	0	0	5	7	4	1	1	0	0	0	0	0	0	0	0	0	0	18
12:00 PM	0	0	5	24	8	1	0	0	0	0	0	0	0	0	0	0	0	38
1:00 PM	1	0	7	18	6	0	0	0	0	0	0	0	0	0	0	0	0	32
2:00 PM	0	0	3	18	7	0	0	0	0	0	0	0	0	0	0	0	0	28
3:00 PM	0	0	10	29	7	0	0	0	0	0	0	0	0	0	0	0	0	46
4:00 PM	1	0	11	29	10	1	0	0	0	0	0	0	0	0	0	0	0	52
5:00 PM	0	1	7	33	11	2	0	0	0	0	0	0	0	0	0	0	0	54
6:00 PM	0	2	16	19	12	0	0	0	0	0	0	0	0	0	0	0	0	49
7:00 PM	0	0	9	17	6	1	0	0	0	0	0	0	0	0	0	0	0	33
8:00 PM	0	0	5	13	5	0	0	0	0	0	0	0	0	0	0	0	0	23
9:00 PM	0	0	4	9	4	0	0	0	0	0	0	0	0	0	0	0	0	17
10:00 PM	0	1	3	10	4	0	0	0	0	0	0	0	0	0	0	0	0	18
11:00 PM	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3
Total	2	6	101	302	104	11	1	0	0	0	0	0	0	0	0	0	0	527
	0.4%	1.1%	19.2%	57.3%	19.7%	2.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	22.7	mph	Mean (Average) Speed	22.7	mph
85th Percentile	26.1	mph	10 mph Pace	17.1 - 27.1	mph
95th Percentile	28.7	mph	Percent in Pace	85.8	%

Location: Blair Dr E/O Blair Pl
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 04



**Total Study Average
Westbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
5:00 AM	0	0	2	1	5	3	1	0	0	0	0	0	0	0	0	0	0	12
6:00 AM	0	0	4	14	7	2	0	0	0	0	0	0	0	0	0	0	0	27
7:00 AM	0	0	19	50	18	2	1	0	0	0	0	0	0	0	0	0	0	90
8:00 AM	1	0	8	41	25	5	0	0	0	0	0	0	0	0	0	0	0	80
9:00 AM	0	0	2	21	16	0	0	0	0	0	0	0	0	0	0	0	0	39
10:00 AM	0	0	1	7	3	0	0	0	0	0	0	0	0	0	0	0	0	11
11:00 AM	1	0	2	16	5	1	0	0	0	0	0	0	0	0	0	0	0	25
12:00 PM	0	0	4	14	10	1	0	0	0	0	0	0	0	0	0	0	0	29
1:00 PM	0	0	6	14	5	1	0	0	0	0	0	0	0	0	0	0	0	26
2:00 PM	1	1	5	25	9	1	0	0	0	0	0	0	0	0	0	0	0	42
3:00 PM	0	0	16	36	5	0	0	0	0	0	0	0	0	0	0	0	0	57
4:00 PM	1	2	10	40	8	2	0	0	0	0	0	0	0	0	0	0	0	63
5:00 PM	1	1	24	52	12	1	0	0	0	0	0	0	0	0	0	0	0	91
6:00 PM	0	0	17	27	6	1	0	0	0	0	0	0	0	0	0	0	0	51
7:00 PM	0	0	7	31	7	2	0	0	0	0	0	0	0	0	0	0	0	47
8:00 PM	0	0	12	20	4	1	0	0	0	0	0	0	0	0	0	0	0	37
9:00 PM	1	3	5	13	6	0	0	0	0	0	0	0	0	0	0	0	0	28
10:00 PM	0	0	4	8	3	1	0	0	0	0	0	0	0	0	0	0	0	16
11:00 PM	0	0	3	7	2	0	0	0	0	0	0	0	0	0	0	0	0	12
Total	6	9	151	438	159	26	2	0	0	0	0	0	0	0	0	0	0	791
	0.8%	1.1%	19.1%	55.4%	20.1%	3.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	22.6	mph	Mean (Average) Speed	22.7	mph
85th Percentile	26.5	mph	10 mph Pace	18.1 - 28.1	mph
95th Percentile	29.3	mph	Percent in Pace	83.9	%

Vehicle Speed Report Summary

Location: Middle School Rd N/O High School Rd
Direction: Northbound / Southbound
Date Range: 10/17/2023 to 10/17/2023
Site Code: 05

Direction	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Northbound	1	18	266	487	169	31	3	1	0	0	0	0	0	0	0	0	0	976
	0.1%	1.8%	27.3%	49.9%	17.3%	3.2%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Southbound	6	28	199	384	137	12	0	0	0	0	0	0	0	0	0	0	0	766
	0.8%	3.7%	26.0%	50.1%	17.9%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	7	46	465	871	306	43	3	1	0	0	0	0	0	0	0	0	0	1,742
	0.4%	2.6%	26.7%	50.0%	17.6%	2.5%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Northbound			Northbound		
50th Percentile (Median)	21.7	mph	Mean (Average) Speed	22.2	mph
85th Percentile	26.1	mph	10 mph Pace	17.2 - 27.2	mph
95th Percentile	29.1	mph	Percent in Pace	81.9	%
Southbound			Southbound		
50th Percentile (Median)	21.8	mph	Mean (Average) Speed	21.8	mph
85th Percentile	25.7	mph	10 mph Pace	17.3 - 27.3	mph
95th Percentile	28.0	mph	Percent in Pace	82.3	%

Location: Middle School Rd N/O High School Rd
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 05



Tuesday, October 17, 2023

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
7:00 AM	0	0	14	36	7	4	0	0	0	0	0	0	0	0	0	0	0	61
8:00 AM	0	2	31	67	18	2	0	0	0	0	0	0	0	0	0	0	0	120
9:00 AM	0	0	3	22	10	0	0	0	0	0	0	0	0	0	0	0	0	35
10:00 AM	0	0	4	14	5	0	0	0	0	0	0	0	0	0	0	0	0	23
11:00 AM	0	0	5	14	5	2	1	0	0	0	0	0	0	0	0	0	0	27
12:00 PM	0	1	6	18	9	0	0	0	0	0	0	0	0	0	0	0	0	34
1:00 PM	0	0	4	20	12	1	1	0	0	0	0	0	0	0	0	0	0	38
2:00 PM	0	0	16	34	13	3	0	0	0	0	0	0	0	0	0	0	0	66
3:00 PM	0	3	49	61	10	0	0	0	0	0	0	0	0	0	0	0	0	123
4:00 PM	0	4	42	58	21	3	0	0	0	0	0	0	0	0	0	0	0	128
5:00 PM	1	5	56	62	11	1	0	0	0	0	0	0	0	0	0	0	0	136
6:00 PM	0	3	21	42	15	6	0	0	0	0	0	0	0	0	0	0	0	87
7:00 PM	0	0	8	11	13	2	0	1	0	0	0	0	0	0	0	0	0	35
8:00 PM	0	0	2	14	9	3	0	0	0	0	0	0	0	0	0	0	0	28
9:00 PM	0	0	1	3	6	2	0	0	0	0	0	0	0	0	0	0	0	12
10:00 PM	0	0	4	4	2	1	0	0	0	0	0	0	0	0	0	0	0	11
11:00 PM	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	1	18	266	487	169	31	3	1	0	0	0	0	0	0	0	0	0	976
	0.1%	1.8%	27.3%	49.9%	17.3%	3.2%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	21.7	mph	Mean (Average) Speed	22.2	mph
85th Percentile	26.1	mph	10 mph Pace	17.2 - 27.2	mph
95th Percentile	29.1	mph	Percent in Pace	81.9	%

Location: Middle School Rd N/O High School Rd
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 05



Tuesday, October 17, 2023

Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:00 AM	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	8
7:00 AM	0	1	16	34	7	1	0	0	0	0	0	0	0	0	0	0	0	59
8:00 AM	0	0	38	83	29	2	0	0	0	0	0	0	0	0	0	0	0	152
9:00 AM	0	1	6	26	10	2	0	0	0	0	0	0	0	0	0	0	0	45
10:00 AM	0	0	3	8	7	0	0	0	0	0	0	0	0	0	0	0	0	18
11:00 AM	0	0	7	10	6	1	0	0	0	0	0	0	0	0	0	0	0	24
12:00 PM	0	0	8	11	5	0	0	0	0	0	0	0	0	0	0	0	0	24
1:00 PM	0	0	7	13	6	1	0	0	0	0	0	0	0	0	0	0	0	27
2:00 PM	0	0	10	32	10	1	0	0	0	0	0	0	0	0	0	0	0	53
3:00 PM	6	19	34	30	3	0	0	0	0	0	0	0	0	0	0	0	0	92
4:00 PM	0	2	18	36	6	0	0	0	0	0	0	0	0	0	0	0	0	62
5:00 PM	0	4	26	44	10	1	0	0	0	0	0	0	0	0	0	0	0	85
6:00 PM	0	0	11	21	11	1	0	0	0	0	0	0	0	0	0	0	0	44
7:00 PM	0	1	7	12	11	1	0	0	0	0	0	0	0	0	0	0	0	32
8:00 PM	0	0	4	6	8	1	0	0	0	0	0	0	0	0	0	0	0	19
9:00 PM	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	7
10:00 PM	0	0	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	9
11:00 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	6	28	199	384	137	12	0	0	0	0	0	0	0	0	0	0	0	766
	0.8%	3.7%	26.0%	50.1%	17.9%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	21.8	mph	Mean (Average) Speed	21.8	mph
85th Percentile	25.7	mph	10 mph Pace	17.3 - 27.3	mph
95th Percentile	28.0	mph	Percent in Pace	82.25	%

Location: Middle School Rd N/O High School Rd
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 05



**Total Study Average
Northbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
7:00 AM	0	0	14	36	7	4	0	0	0	0	0	0	0	0	0	0	0	61
8:00 AM	0	2	31	67	18	2	0	0	0	0	0	0	0	0	0	0	0	120
9:00 AM	0	0	3	22	10	0	0	0	0	0	0	0	0	0	0	0	0	35
10:00 AM	0	0	4	14	5	0	0	0	0	0	0	0	0	0	0	0	0	23
11:00 AM	0	0	5	14	5	2	1	0	0	0	0	0	0	0	0	0	0	27
12:00 PM	0	1	6	18	9	0	0	0	0	0	0	0	0	0	0	0	0	34
1:00 PM	0	0	4	20	12	1	1	0	0	0	0	0	0	0	0	0	0	38
2:00 PM	0	0	16	34	13	3	0	0	0	0	0	0	0	0	0	0	0	66
3:00 PM	0	3	49	61	10	0	0	0	0	0	0	0	0	0	0	0	0	123
4:00 PM	0	4	42	58	21	3	0	0	0	0	0	0	0	0	0	0	0	128
5:00 PM	1	5	56	62	11	1	0	0	0	0	0	0	0	0	0	0	0	136
6:00 PM	0	3	21	42	15	6	0	0	0	0	0	0	0	0	0	0	0	87
7:00 PM	0	0	8	11	13	2	0	1	0	0	0	0	0	0	0	0	0	35
8:00 PM	0	0	2	14	9	3	0	0	0	0	0	0	0	0	0	0	0	28
9:00 PM	0	0	1	3	6	2	0	0	0	0	0	0	0	0	0	0	0	12
10:00 PM	0	0	4	4	2	1	0	0	0	0	0	0	0	0	0	0	0	11
11:00 PM	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	1	18	266	487	169	31	3	1	0	0	0	0	0	0	0	0	0	976
	0.1%	1.8%	27.3%	49.9%	17.3%	3.2%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	21.7	mph	Mean (Average) Speed	22.2	mph
85th Percentile	26.1	mph	10 mph Pace	17.2 - 27.2	mph
95th Percentile	29.1	mph	Percent in Pace	81.9	%

Location: Middle School Rd N/O High School Rd
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 05



**Total Study Average
Southbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:00 AM	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	8
7:00 AM	0	1	16	34	7	1	0	0	0	0	0	0	0	0	0	0	0	59
8:00 AM	0	0	38	83	29	2	0	0	0	0	0	0	0	0	0	0	0	152
9:00 AM	0	1	6	26	10	2	0	0	0	0	0	0	0	0	0	0	0	45
10:00 AM	0	0	3	8	7	0	0	0	0	0	0	0	0	0	0	0	0	18
11:00 AM	0	0	7	10	6	1	0	0	0	0	0	0	0	0	0	0	0	24
12:00 PM	0	0	8	11	5	0	0	0	0	0	0	0	0	0	0	0	0	24
1:00 PM	0	0	7	13	6	1	0	0	0	0	0	0	0	0	0	0	0	27
2:00 PM	0	0	10	32	10	1	0	0	0	0	0	0	0	0	0	0	0	53
3:00 PM	6	19	34	30	3	0	0	0	0	0	0	0	0	0	0	0	0	92
4:00 PM	0	2	18	36	6	0	0	0	0	0	0	0	0	0	0	0	0	62
5:00 PM	0	4	26	44	10	1	0	0	0	0	0	0	0	0	0	0	0	85
6:00 PM	0	0	11	21	11	1	0	0	0	0	0	0	0	0	0	0	0	44
7:00 PM	0	1	7	12	11	1	0	0	0	0	0	0	0	0	0	0	0	32
8:00 PM	0	0	4	6	8	1	0	0	0	0	0	0	0	0	0	0	0	19
9:00 PM	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	7
10:00 PM	0	0	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	9
11:00 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	6	28	199	384	137	12	0	0	0	0	0	0	0	0	0	0	0	766
	0.8%	3.7%	26.0%	50.1%	17.9%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	21.8	mph	Mean (Average) Speed	21.8	mph
85th Percentile	25.7	mph	10 mph Pace	17.3 - 27.3	mph
95th Percentile	28.0	mph	Percent in Pace	82.3	%

Vehicle Speed Report Summary

Location: High School Rd W/O Gregory Ln
Direction: Eastbound / Westbound
Date Range: 10/17/2023 to 10/17/2023
Site Code: 06

Direction	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Eastbound	20	67	284	799	1,057	452	58	4	2	0	0	0	0	0	0	0	0	2,743
	0.7%	2.4%	10.4%	29.1%	38.5%	16.5%	2.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Westbound	155	62	361	938	1,220	330	27	1	0	0	0	0	0	0	0	0	0	3,094
	5.0%	2.0%	11.7%	30.3%	39.4%	10.7%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	175	129	645	1,737	2,277	782	85	5	2	0	0	0	0	0	0	0	0	5,837
	3.0%	2.2%	11.1%	29.8%	39.0%	13.4%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Total Study Percentile Speed Summary				Total Study Speed Statistics			
Eastbound				Eastbound			
50th Percentile (Median)	25.9	mph		Mean (Average) Speed	25.6	mph	
85th Percentile	30.6	mph		10 mph Pace	21.3 - 31.3	mph	
95th Percentile	33.6	mph		Percent in Pace	68.8	%	
Westbound				Westbound			
50th Percentile (Median)	25.2	mph		Mean (Average) Speed	24.0	mph	
85th Percentile	29.3	mph		10 mph Pace	20.6 - 30.6	mph	
95th Percentile	31.9	mph		Percent in Pace	70.1	%	

Location: High School Rd W/O Gregory Ln
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 06



Tuesday, October 17, 2023
 Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	4
5:00 AM	0	0	0	1	2	7	2	1	0	0	0	0	0	0	0	0	0	13
6:00 AM	0	0	1	6	19	17	2	0	0	0	0	0	0	0	0	0	0	45
7:00 AM	1	3	13	50	70	18	2	1	0	0	0	0	0	0	0	0	0	158
8:00 AM	13	22	72	96	67	15	0	0	0	0	0	0	0	0	0	0	0	285
9:00 AM	0	1	6	57	74	23	4	0	0	0	0	0	0	0	0	0	0	165
10:00 AM	0	0	18	27	43	19	2	0	0	0	0	0	0	0	0	0	0	109
11:00 AM	0	2	8	31	43	18	3	1	0	0	0	0	0	0	0	0	0	106
12:00 PM	2	3	6	48	77	23	4	1	1	0	0	0	0	0	0	0	0	165
1:00 PM	0	4	20	35	51	18	1	0	0	0	0	0	0	0	0	0	0	129
2:00 PM	2	6	16	47	78	43	2	0	0	0	0	0	0	0	0	0	0	194
3:00 PM	0	7	18	70	111	43	14	0	0	0	0	0	0	0	0	0	0	263
4:00 PM	0	5	55	160	131	43	4	0	0	0	0	0	0	0	0	0	0	398
5:00 PM	0	7	22	74	115	58	4	0	0	0	0	0	0	0	0	0	0	280
6:00 PM	0	0	12	49	88	41	4	0	0	0	0	0	0	0	0	0	0	194
7:00 PM	2	6	11	30	38	28	1	0	0	0	0	0	0	0	0	0	0	116
8:00 PM	0	0	1	14	28	22	3	0	0	0	0	0	0	0	0	0	0	68
9:00 PM	0	0	2	0	8	8	2	0	1	0	0	0	0	0	0	0	0	21
10:00 PM	0	1	1	2	9	4	1	0	0	0	0	0	0	0	0	0	0	18
11:00 PM	0	0	2	1	3	2	1	0	0	0	0	0	0	0	0	0	0	9
Total	20	67	284	799	1,057	452	58	4	2	0	0	0	0	0	0	0	0	2,743
	0.7%	2.4%	10.4%	29.1%	38.5%	16.5%	2.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	25.9	mph	Mean (Average) Speed	25.6	mph
85th Percentile	30.6	mph	10 mph Pace	21.3 - 31.3	mph
95th Percentile	33.6	mph	Percent in Pace	68.8	%

Location: High School Rd W/O Gregory Ln
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 06



Tuesday, October 17, 2023

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	5
6:00 AM	0	0	3	6	22	13	1	0	0	0	0	0	0	0	0	0	0	45
7:00 AM	0	4	29	125	84	16	1	0	0	0	0	0	0	0	0	0	0	259
8:00 AM	152	22	99	160	61	10	0	0	0	0	0	0	0	0	0	0	0	504
9:00 AM	3	5	14	29	74	14	1	0	0	0	0	0	0	0	0	0	0	140
10:00 AM	0	2	7	28	60	10	0	0	0	0	0	0	0	0	0	0	0	107
11:00 AM	0	3	7	32	48	19	2	0	0	0	0	0	0	0	0	0	0	111
12:00 PM	0	0	17	48	84	28	2	0	0	0	0	0	0	0	0	0	0	179
1:00 PM	0	0	21	57	73	19	1	0	0	0	0	0	0	0	0	0	0	171
2:00 PM	0	1	17	46	104	27	2	0	0	0	0	0	0	0	0	0	0	197
3:00 PM	0	19	44	102	104	20	2	1	0	0	0	0	0	0	0	0	0	292
4:00 PM	0	0	25	91	99	23	0	0	0	0	0	0	0	0	0	0	0	238
5:00 PM	0	3	24	70	169	51	6	0	0	0	0	0	0	0	0	0	0	323
6:00 PM	0	1	36	68	110	29	2	0	0	0	0	0	0	0	0	0	0	246
7:00 PM	0	0	6	26	57	18	2	0	0	0	0	0	0	0	0	0	0	109
8:00 PM	0	0	3	27	33	14	0	0	0	0	0	0	0	0	0	0	0	77
9:00 PM	0	0	4	11	20	10	1	0	0	0	0	0	0	0	0	0	0	46
10:00 PM	0	0	3	6	11	4	3	0	0	0	0	0	0	0	0	0	0	27
11:00 PM	0	2	1	3	1	3	0	0	0	0	0	0	0	0	0	0	0	10
Total	155	62	361	938	1,220	330	27	1	0	0	0	0	0	0	0	0	0	3,094
	5.0%	2.0%	11.7%	30.3%	39.4%	10.7%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	25.2	mph	Mean (Average) Speed	24	mph
85th Percentile	29.3	mph	10 mph Pace	20.6 - 30.6	mph
95th Percentile	31.9	mph	Percent in Pace	70.1	%

Location: High School Rd W/O Gregory Ln
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 06



**Total Study Average
Eastbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	4
5:00 AM	0	0	0	1	2	7	2	1	0	0	0	0	0	0	0	0	0	13
6:00 AM	0	0	1	6	19	17	2	0	0	0	0	0	0	0	0	0	0	45
7:00 AM	1	3	13	50	70	18	2	1	0	0	0	0	0	0	0	0	0	158
8:00 AM	13	22	72	96	67	15	0	0	0	0	0	0	0	0	0	0	0	285
9:00 AM	0	1	6	57	74	23	4	0	0	0	0	0	0	0	0	0	0	165
10:00 AM	0	0	18	27	43	19	2	0	0	0	0	0	0	0	0	0	0	109
11:00 AM	0	2	8	31	43	18	3	1	0	0	0	0	0	0	0	0	0	106
12:00 PM	2	3	6	48	77	23	4	1	1	0	0	0	0	0	0	0	0	165
1:00 PM	0	4	20	35	51	18	1	0	0	0	0	0	0	0	0	0	0	129
2:00 PM	2	6	16	47	78	43	2	0	0	0	0	0	0	0	0	0	0	194
3:00 PM	0	7	18	70	111	43	14	0	0	0	0	0	0	0	0	0	0	263
4:00 PM	0	5	55	160	131	43	4	0	0	0	0	0	0	0	0	0	0	398
5:00 PM	0	7	22	74	115	58	4	0	0	0	0	0	0	0	0	0	0	280
6:00 PM	0	0	12	49	88	41	4	0	0	0	0	0	0	0	0	0	0	194
7:00 PM	2	6	11	30	38	28	1	0	0	0	0	0	0	0	0	0	0	116
8:00 PM	0	0	1	14	28	22	3	0	0	0	0	0	0	0	0	0	0	68
9:00 PM	0	0	2	0	8	8	2	0	1	0	0	0	0	0	0	0	0	21
10:00 PM	0	1	1	2	9	4	1	0	0	0	0	0	0	0	0	0	0	18
11:00 PM	0	0	2	1	3	2	1	0	0	0	0	0	0	0	0	0	0	9
Total	20	67	284	799	1,057	452	58	4	2	0	0	0	0	0	0	0	0	2,743
	0.7%	2.4%	10.4%	29.1%	38.5%	16.5%	2.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	25.9	mph	Mean (Average) Speed	25.6	mph
85th Percentile	30.6	mph	10 mph Pace	21.3 - 31.3	mph
95th Percentile	33.6	mph	Percent in Pace	68.8	%

Location: High School Rd W/O Gregory Ln
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 06



Total Study Average
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	5
6:00 AM	0	0	3	6	22	13	1	0	0	0	0	0	0	0	0	0	0	45
7:00 AM	0	4	29	125	84	16	1	0	0	0	0	0	0	0	0	0	0	259
8:00 AM	152	22	99	160	61	10	0	0	0	0	0	0	0	0	0	0	0	504
9:00 AM	3	5	14	29	74	14	1	0	0	0	0	0	0	0	0	0	0	140
10:00 AM	0	2	7	28	60	10	0	0	0	0	0	0	0	0	0	0	0	107
11:00 AM	0	3	7	32	48	19	2	0	0	0	0	0	0	0	0	0	0	111
12:00 PM	0	0	17	48	84	28	2	0	0	0	0	0	0	0	0	0	0	179
1:00 PM	0	0	21	57	73	19	1	0	0	0	0	0	0	0	0	0	0	171
2:00 PM	0	1	17	46	104	27	2	0	0	0	0	0	0	0	0	0	0	197
3:00 PM	0	19	44	102	104	20	2	1	0	0	0	0	0	0	0	0	0	292
4:00 PM	0	0	25	91	99	23	0	0	0	0	0	0	0	0	0	0	0	238
5:00 PM	0	3	24	70	169	51	6	0	0	0	0	0	0	0	0	0	0	323
6:00 PM	0	1	36	68	110	29	2	0	0	0	0	0	0	0	0	0	0	246
7:00 PM	0	0	6	26	57	18	2	0	0	0	0	0	0	0	0	0	0	109
8:00 PM	0	0	3	27	33	14	0	0	0	0	0	0	0	0	0	0	0	77
9:00 PM	0	0	4	11	20	10	1	0	0	0	0	0	0	0	0	0	0	46
10:00 PM	0	0	3	6	11	4	3	0	0	0	0	0	0	0	0	0	0	27
11:00 PM	0	2	1	3	1	3	0	0	0	0	0	0	0	0	0	0	0	10
Total	155	62	361	938	1,220	330	27	1	0	0	0	0	0	0	0	0	0	3,094
	5.0%	2.0%	11.7%	30.3%	39.4%	10.7%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	25.2	mph	Mean (Average) Speed	24.0	mph
85th Percentile	29.3	mph	10 mph Pace	20.6 - 30.6	mph
95th Percentile	31.9	mph	Percent in Pace	70.1	%

Vehicle Speed Report Summary

Location: High School Rd W/O Middle School Rd
Direction: Eastbound / Westbound
Date Range: 10/17/2023 to 10/17/2023
Site Code: 07

Direction	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Eastbound	3	8	60	374	651	350	85	12	2	0	0	0	0	0	0	0	0	1,545
	0.2%	0.5%	3.9%	24.2%	42.1%	22.7%	5.5%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Westbound	3	14	46	399	757	331	54	3	2	2	1	0	0	0	0	0	0	1,612
	0.2%	0.9%	2.9%	24.8%	47.0%	20.5%	3.3%	0.2%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	6	22	106	773	1,408	681	139	15	4	2	1	0	0	0	0	0	0	3,157
	0.2%	0.7%	3.4%	24.5%	44.6%	21.6%	4.4%	0.5%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Total Study Percentile Speed Summary				Total Study Speed Statistics			
Eastbound				Eastbound			
50th Percentile (Median)	27.4	mph		Mean (Average) Speed	27.6	mph	
85th Percentile	32.4	mph		10 mph Pace	22.5 - 32.5	mph	
95th Percentile	35.9	mph		Percent in Pace	73.5	%	
Westbound				Westbound			
50th Percentile (Median)	27.1	mph		Mean (Average) Speed	27.2	mph	
85th Percentile	31.4	mph		10 mph Pace	22.5 - 32.5	mph	
95th Percentile	34.4	mph		Percent in Pace	78.0	%	

Location: High School Rd W/O Middle School Rd
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 07



Tuesday, October 17, 2023
 Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	0	0	3	5	3	2	0	0	0	0	0	0	0	0	0	0	13
6:00 AM	0	0	1	12	16	11	1	0	0	0	0	0	0	0	0	0	0	41
7:00 AM	2	4	19	41	60	17	1	1	0	0	0	0	0	0	0	0	0	145
8:00 AM	0	0	7	71	106	31	4	0	0	0	0	0	0	0	0	0	0	219
9:00 AM	0	0	1	21	54	23	3	0	1	0	0	0	0	0	0	0	0	103
10:00 AM	0	0	0	12	34	18	9	1	0	0	0	0	0	0	0	0	0	74
11:00 AM	0	1	4	11	33	16	8	1	0	0	0	0	0	0	0	0	0	74
12:00 PM	0	0	1	26	42	30	6	0	0	0	0	0	0	0	0	0	0	105
1:00 PM	0	0	1	17	36	32	7	0	0	0	0	0	0	0	0	0	0	93
2:00 PM	0	0	0	18	43	24	10	1	0	0	0	0	0	0	0	0	0	96
3:00 PM	1	1	6	33	45	34	9	2	0	0	0	0	0	0	0	0	0	131
4:00 PM	0	1	13	35	52	24	3	1	0	0	0	0	0	0	0	0	0	129
5:00 PM	0	0	1	27	56	44	7	1	0	0	0	0	0	0	0	0	0	136
6:00 PM	0	0	1	15	29	17	5	2	0	0	0	0	0	0	0	0	0	69
7:00 PM	0	0	2	13	23	13	3	0	0	0	0	0	0	0	0	0	0	54
8:00 PM	0	0	0	10	8	7	1	0	0	0	0	0	0	0	0	0	0	26
9:00 PM	0	0	2	2	3	4	4	0	1	0	0	0	0	0	0	0	0	16
10:00 PM	0	0	0	2	2	1	1	1	0	0	0	0	0	0	0	0	0	7
11:00 PM	0	1	1	1	4	1	0	0	0	0	0	0	0	0	0	0	0	8
Total	3	8	60	374	651	350	85	12	2	0	0	0	0	0	0	0	0	1,545
	0.2%	0.5%	3.9%	24.2%	42.1%	22.7%	5.5%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	27.4	mph	Mean (Average) Speed	27.6	mph
85th Percentile	32.4	mph	10 mph Pace	22.5 - 32.5	mph
95th Percentile	35.9	mph	Percent in Pace	73.5	%

Location: High School Rd W/O Middle School Rd
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 07



Tuesday, October 17, 2023

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	0	0	6	8	7	2	0	1	0	0	0	0	0	0	0	0	24
7:00 AM	0	0	3	13	48	8	2	0	0	0	0	0	0	0	0	0	0	74
8:00 AM	0	0	2	20	49	30	5	0	0	0	0	0	0	0	0	0	0	106
9:00 AM	2	0	0	17	43	21	3	2	0	0	0	0	0	0	0	0	0	88
10:00 AM	0	0	2	12	28	20	4	0	0	0	0	0	0	0	0	0	0	66
11:00 AM	0	0	2	12	39	19	5	0	0	1	0	0	0	0	0	0	0	78
12:00 PM	0	1	0	23	54	25	5	0	1	0	0	0	0	0	0	0	0	109
1:00 PM	0	1	1	28	58	34	0	0	0	0	0	0	0	0	0	0	0	122
2:00 PM	0	1	2	26	50	21	1	0	0	0	0	0	0	0	0	0	0	101
3:00 PM	0	3	4	46	60	32	6	0	0	0	0	0	0	0	0	0	0	151
4:00 PM	0	5	8	60	84	20	3	1	0	0	0	0	0	0	0	0	0	181
5:00 PM	0	1	10	42	79	30	4	0	0	0	0	0	0	0	0	0	0	166
6:00 PM	0	1	1	41	71	18	2	0	0	0	1	0	0	0	0	0	0	135
7:00 PM	0	0	4	20	37	14	4	0	0	0	0	0	0	0	0	0	0	79
8:00 PM	0	0	3	11	27	12	5	0	0	0	0	0	0	0	0	0	0	58
9:00 PM	0	0	2	9	9	11	2	0	0	0	0	0	0	0	0	0	0	33
10:00 PM	0	0	1	8	6	8	0	0	0	0	0	0	0	0	0	0	0	23
11:00 PM	0	0	1	3	2	1	0	0	0	1	0	0	0	0	0	0	0	8
Total	3	14	46	399	757	331	54	3	2	2	1	0	0	0	0	0	0	1,612
	0.2%	0.9%	2.9%	24.8%	47.0%	20.5%	3.3%	0.2%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	27.1	mph	Mean (Average) Speed	27.2	mph
85th Percentile	31.4	mph	10 mph Pace	22.5 - 32.5	mph
95th Percentile	34.4	mph	Percent in Pace	78.04	%

Location: High School Rd W/O Middle School Rd
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 07



**Total Study Average
Eastbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	0	0	3	5	3	2	0	0	0	0	0	0	0	0	0	0	13
6:00 AM	0	0	1	12	16	11	1	0	0	0	0	0	0	0	0	0	0	41
7:00 AM	2	4	19	41	60	17	1	1	0	0	0	0	0	0	0	0	0	145
8:00 AM	0	0	7	71	106	31	4	0	0	0	0	0	0	0	0	0	0	219
9:00 AM	0	0	1	21	54	23	3	0	1	0	0	0	0	0	0	0	0	103
10:00 AM	0	0	0	12	34	18	9	1	0	0	0	0	0	0	0	0	0	74
11:00 AM	0	1	4	11	33	16	8	1	0	0	0	0	0	0	0	0	0	74
12:00 PM	0	0	1	26	42	30	6	0	0	0	0	0	0	0	0	0	0	105
1:00 PM	0	0	1	17	36	32	7	0	0	0	0	0	0	0	0	0	0	93
2:00 PM	0	0	0	18	43	24	10	1	0	0	0	0	0	0	0	0	0	96
3:00 PM	1	1	6	33	45	34	9	2	0	0	0	0	0	0	0	0	0	131
4:00 PM	0	1	13	35	52	24	3	1	0	0	0	0	0	0	0	0	0	129
5:00 PM	0	0	1	27	56	44	7	1	0	0	0	0	0	0	0	0	0	136
6:00 PM	0	0	1	15	29	17	5	2	0	0	0	0	0	0	0	0	0	69
7:00 PM	0	0	2	13	23	13	3	0	0	0	0	0	0	0	0	0	0	54
8:00 PM	0	0	0	10	8	7	1	0	0	0	0	0	0	0	0	0	0	26
9:00 PM	0	0	2	2	3	4	4	0	1	0	0	0	0	0	0	0	0	16
10:00 PM	0	0	0	2	2	1	1	1	0	0	0	0	0	0	0	0	0	7
11:00 PM	0	1	1	1	4	1	0	0	0	0	0	0	0	0	0	0	0	8
Total	3	8	60	374	651	350	85	12	2	0	0	0	0	0	0	0	0	1,545
	0.2%	0.5%	3.9%	24.2%	42.1%	22.7%	5.5%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	27.4	mph	Mean (Average) Speed	27.6	mph
85th Percentile	32.4	mph	10 mph Pace	22.5 - 32.5	mph
95th Percentile	35.9	mph	Percent in Pace	73.5	%

Location: High School Rd W/O Middle School Rd
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 07



Total Study Average
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	0	0	6	8	7	2	0	1	0	0	0	0	0	0	0	0	24
7:00 AM	0	0	3	13	48	8	2	0	0	0	0	0	0	0	0	0	0	74
8:00 AM	0	0	2	20	49	30	5	0	0	0	0	0	0	0	0	0	0	106
9:00 AM	2	0	0	17	43	21	3	2	0	0	0	0	0	0	0	0	0	88
10:00 AM	0	0	2	12	28	20	4	0	0	0	0	0	0	0	0	0	0	66
11:00 AM	0	0	2	12	39	19	5	0	0	1	0	0	0	0	0	0	0	78
12:00 PM	0	1	0	23	54	25	5	0	1	0	0	0	0	0	0	0	0	109
1:00 PM	0	1	1	28	58	34	0	0	0	0	0	0	0	0	0	0	0	122
2:00 PM	0	1	2	26	50	21	1	0	0	0	0	0	0	0	0	0	0	101
3:00 PM	0	3	4	46	60	32	6	0	0	0	0	0	0	0	0	0	0	151
4:00 PM	0	5	8	60	84	20	3	1	0	0	0	0	0	0	0	0	0	181
5:00 PM	0	1	10	42	79	30	4	0	0	0	0	0	0	0	0	0	0	166
6:00 PM	0	1	1	41	71	18	2	0	0	0	1	0	0	0	0	0	0	135
7:00 PM	0	0	4	20	37	14	4	0	0	0	0	0	0	0	0	0	0	79
8:00 PM	0	0	3	11	27	12	5	0	0	0	0	0	0	0	0	0	0	58
9:00 PM	0	0	2	9	9	11	2	0	0	0	0	0	0	0	0	0	0	33
10:00 PM	0	0	1	8	6	8	0	0	0	0	0	0	0	0	0	0	0	23
11:00 PM	0	0	1	3	2	1	0	0	0	1	0	0	0	0	0	0	0	8
Total	3	14	46	399	757	331	54	3	2	2	1	0	0	0	0	0	0	1,612
	0.2%	0.9%	2.9%	24.8%	47.0%	20.5%	3.3%	0.2%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	27.1	mph	Mean (Average) Speed	27.2	mph
85th Percentile	31.4	mph	10 mph Pace	22.5 - 32.5	mph
95th Percentile	34.4	mph	Percent in Pace	78.0	%

Vehicle Speed Report Summary

Location: S Park Loop Rd S/O High School Rd
Direction: Northbound / Southbound
Date Range: 10/17/2023 to 10/17/2023
Site Code: 08

Direction	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Northbound	0	0	1	1	15	144	549	589	125	16	4	1	0	0	0	0	0	1,445
	0.0%	0.0%	0.1%	0.1%	1.0%	10.0%	38.0%	40.8%	8.7%	1.1%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
Southbound	1	4	3	4	33	206	583	405	84	10	4	0	0	0	0	0	0	1,337
	0.1%	0.3%	0.2%	0.3%	2.5%	15.4%	43.6%	30.3%	6.3%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	1	4	4	5	48	350	1,132	994	209	26	8	1	0	0	0	0	0	2,782
	0.0%	0.1%	0.1%	0.2%	1.7%	12.6%	40.7%	35.7%	7.5%	0.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Total Study Percentile Speed Summary				Total Study Speed Statistics			
Northbound				Northbound			
50th Percentile (Median)		40.0	mph	Mean (Average) Speed		39.9	mph
85th Percentile		44.0	mph	10 mph Pace		35.0 - 45.0	mph
95th Percentile		46.6	mph	Percent in Pace		78.6	%
Southbound				Southbound			
50th Percentile (Median)		38.8	mph	Mean (Average) Speed		38.7	mph
85th Percentile		42.9	mph	10 mph Pace		34.2 - 44.2	mph
95th Percentile		45.8	mph	Percent in Pace		75.7	%

Location: S Park Loop Rd S/O High School Rd
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 08



Tuesday, October 17, 2023

Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 AM	0	0	0	0	0	1	1	1	3	0	0	0	0	0	0	0	0	6
6:00 AM	0	0	0	0	0	3	7	9	2	1	2	1	0	0	0	0	0	25
7:00 AM	0	0	0	0	0	8	28	33	4	0	0	0	0	0	0	0	0	73
8:00 AM	0	0	0	0	2	14	89	80	16	0	0	0	0	0	0	0	0	201
9:00 AM	0	0	0	0	1	9	36	35	10	0	0	0	0	0	0	0	0	91
10:00 AM	0	0	0	0	0	7	32	34	8	3	0	0	0	0	0	0	0	84
11:00 AM	0	0	0	0	0	5	26	49	4	2	1	0	0	0	0	0	0	87
12:00 PM	0	0	0	0	0	5	40	55	12	1	1	0	0	0	0	0	0	114
1:00 PM	0	0	0	0	1	9	23	39	12	3	0	0	0	0	0	0	0	87
2:00 PM	0	0	0	0	0	2	19	47	11	0	0	0	0	0	0	0	0	79
3:00 PM	0	0	0	0	6	18	66	58	7	0	0	0	0	0	0	0	0	155
4:00 PM	0	0	0	0	0	12	52	53	12	0	0	0	0	0	0	0	0	129
5:00 PM	0	0	0	0	2	26	68	49	12	2	0	0	0	0	0	0	0	159
6:00 PM	0	0	0	1	2	16	50	25	7	0	0	0	0	0	0	0	0	101
7:00 PM	0	0	0	0	0	7	8	10	2	0	0	0	0	0	0	0	0	27
8:00 PM	0	0	1	0	0	1	4	8	1	0	0	0	0	0	0	0	0	15
9:00 PM	0	0	0	0	1	0	0	1	0	3	0	0	0	0	0	0	0	5
10:00 PM	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	5
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	15	144	549	589	125	16	4	1	0	0	0	0	0	1,445
	0.0%	0.0%	0.1%	0.1%	1.0%	10.0%	38.0%	40.8%	8.7%	1.1%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	40.0	mph	Mean (Average) Speed	39.9	mph
85th Percentile	44.0	mph	10 mph Pace	35.0 - 45.0	mph
95th Percentile	46.6	mph	Percent in Pace	78.6	%

Location: S Park Loop Rd S/O High School Rd
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 08



Tuesday, October 17, 2023

Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	1	2	1	0	1	0	0	0	0	0	0	0	5
6:00 AM	0	0	1	0	2	3	12	8	2	1	0	0	0	0	0	0	0	29
7:00 AM	0	0	0	0	4	34	68	37	6	1	0	0	0	0	0	0	0	150
8:00 AM	0	0	0	0	1	23	75	52	7	0	0	0	0	0	0	0	0	158
9:00 AM	0	0	0	0	3	24	30	27	7	1	1	0	0	0	0	0	0	93
10:00 AM	0	1	0	2	4	10	40	16	5	0	0	0	0	0	0	0	0	78
11:00 AM	0	0	0	0	5	10	42	19	5	1	0	0	0	0	0	0	0	82
12:00 PM	0	0	0	0	1	13	29	27	4	1	1	0	0	0	0	0	0	76
1:00 PM	0	0	1	0	3	18	42	42	5	0	0	0	0	0	0	0	0	111
2:00 PM	0	0	0	0	1	10	43	18	6	0	0	0	0	0	0	0	0	78
3:00 PM	1	1	1	0	3	16	47	50	9	0	1	0	0	0	0	0	0	129
4:00 PM	0	1	0	0	1	7	42	40	11	2	1	0	0	0	0	0	0	105
5:00 PM	0	0	0	0	0	11	47	22	4	1	0	0	0	0	0	0	0	85
6:00 PM	0	0	0	1	1	11	33	23	4	0	0	0	0	0	0	0	0	73
7:00 PM	0	0	0	0	4	7	12	10	2	0	0	0	0	0	0	0	0	35
8:00 PM	0	0	0	1	0	5	9	10	2	1	0	0	0	0	0	0	0	28
9:00 PM	0	1	0	0	0	1	8	1	3	0	0	0	0	0	0	0	0	14
10:00 PM	0	0	0	0	0	2	1	1	1	0	0	0	0	0	0	0	0	5
11:00 PM	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
Total	1	4	3	4	33	206	583	405	84	10	4	0	0	0	0	0	0	1,337
	0.1%	0.3%	0.2%	0.3%	2.5%	15.4%	43.6%	30.3%	6.3%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	38.8	mph	Mean (Average) Speed	38.7	mph
85th Percentile	42.9	mph	10 mph Pace	34.2 - 44.2	mph
95th Percentile	45.8	mph	Percent in Pace	75.69	%

Location: S Park Loop Rd S/O High School Rd
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 08



**Total Study Average
Northbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 AM	0	0	0	0	0	1	1	1	3	0	0	0	0	0	0	0	0	6
6:00 AM	0	0	0	0	0	3	7	9	2	1	2	1	0	0	0	0	0	25
7:00 AM	0	0	0	0	0	8	28	33	4	0	0	0	0	0	0	0	0	73
8:00 AM	0	0	0	0	2	14	89	80	16	0	0	0	0	0	0	0	0	201
9:00 AM	0	0	0	0	1	9	36	35	10	0	0	0	0	0	0	0	0	91
10:00 AM	0	0	0	0	0	7	32	34	8	3	0	0	0	0	0	0	0	84
11:00 AM	0	0	0	0	0	5	26	49	4	2	1	0	0	0	0	0	0	87
12:00 PM	0	0	0	0	0	5	40	55	12	1	1	0	0	0	0	0	0	114
1:00 PM	0	0	0	0	1	9	23	39	12	3	0	0	0	0	0	0	0	87
2:00 PM	0	0	0	0	0	2	19	47	11	0	0	0	0	0	0	0	0	79
3:00 PM	0	0	0	0	6	18	66	58	7	0	0	0	0	0	0	0	0	155
4:00 PM	0	0	0	0	0	12	52	53	12	0	0	0	0	0	0	0	0	129
5:00 PM	0	0	0	0	2	26	68	49	12	2	0	0	0	0	0	0	0	159
6:00 PM	0	0	0	1	2	16	50	25	7	0	0	0	0	0	0	0	0	101
7:00 PM	0	0	0	0	0	7	8	10	2	0	0	0	0	0	0	0	0	27
8:00 PM	0	0	1	0	0	1	4	8	1	0	0	0	0	0	0	0	0	15
9:00 PM	0	0	0	0	1	0	0	1	0	3	0	0	0	0	0	0	0	5
10:00 PM	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	5
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	15	144	549	589	125	16	4	1	0	0	0	0	0	1,445
	0.0%	0.0%	0.1%	0.1%	1.0%	10.0%	38.0%	40.8%	8.7%	1.1%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	40.0	mph	Mean (Average) Speed	39.9	mph
85th Percentile	44.0	mph	10 mph Pace	35.0 - 45.0	mph
95th Percentile	46.6	mph	Percent in Pace	78.6	%

Location: S Park Loop Rd S/O High School Rd
 Date Range: 10/17/2023 to 10/17/2023
 Site Code: 08



**Total Study Average
Southbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	1	2	1	0	1	0	0	0	0	0	0	0	5
6:00 AM	0	0	1	0	2	3	12	8	2	1	0	0	0	0	0	0	0	29
7:00 AM	0	0	0	0	4	34	68	37	6	1	0	0	0	0	0	0	0	150
8:00 AM	0	0	0	0	1	23	75	52	7	0	0	0	0	0	0	0	0	158
9:00 AM	0	0	0	0	3	24	30	27	7	1	1	0	0	0	0	0	0	93
10:00 AM	0	1	0	2	4	10	40	16	5	0	0	0	0	0	0	0	0	78
11:00 AM	0	0	0	0	5	10	42	19	5	1	0	0	0	0	0	0	0	82
12:00 PM	0	0	0	0	1	13	29	27	4	1	1	0	0	0	0	0	0	76
1:00 PM	0	0	1	0	3	18	42	42	5	0	0	0	0	0	0	0	0	111
2:00 PM	0	0	0	0	1	10	43	18	6	0	0	0	0	0	0	0	0	78
3:00 PM	1	1	1	0	3	16	47	50	9	0	1	0	0	0	0	0	0	129
4:00 PM	0	1	0	0	1	7	42	40	11	2	1	0	0	0	0	0	0	105
5:00 PM	0	0	0	0	0	11	47	22	4	1	0	0	0	0	0	0	0	85
6:00 PM	0	0	0	1	1	11	33	23	4	0	0	0	0	0	0	0	0	73
7:00 PM	0	0	0	0	4	7	12	10	2	0	0	0	0	0	0	0	0	35
8:00 PM	0	0	0	1	0	5	9	10	2	1	0	0	0	0	0	0	0	28
9:00 PM	0	1	0	0	0	1	8	1	3	0	0	0	0	0	0	0	0	14
10:00 PM	0	0	0	0	0	2	1	1	1	0	0	0	0	0	0	0	0	5
11:00 PM	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
Total	1	4	3	4	33	206	583	405	84	10	4	0	0	0	0	0	0	1,337
	0.1%	0.3%	0.2%	0.3%	2.5%	15.4%	43.6%	30.3%	6.3%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	38.8	mph	Mean (Average) Speed	38.7	mph
85th Percentile	42.9	mph	10 mph Pace	34.2 - 44.2	mph
95th Percentile	45.8	mph	Percent in Pace	75.7	%

Appendix E

Crash Data

	B	C	D	E	F	G	H	I	J	K	L	M	O	Q	S	U	W	X	Y	Z	AA	AB
1	CRASH STREET	MILE POST	CROSS STREET	DATE	TIME	CRASH SEVERITY	FATALITY	INJURY	FIRST HARMFUL EVENT (FHE)	FHE LOCATION	MANNER OF COLLISION	JUNCTION RELATIONSHIP	VEHICLE DIRECTION	VEHICLE MANEUVER	DRIVER ACTION	PERSON TYPE	INJURY STATUS	LIGHTING	WEATHER CONDITIONS	ROAD CONDITIONS	ALCOHOL	DRUGS
2	US 26 / US 89 / US 189 / US 1	151.567		01/22/2021	1845	PROPERTY	0	0	Deer	On Roadway				Straight Ahead	No Improper Driving	Driver	No Apparent Injury	Darkness Lighted	Snowing	Ice/Frost		
3	US 26 / US 89 / US 189 / US 1	151.604		01/16/2021	1938	PROPERTY	0	0	Elk	On Roadway				Straight Ahead	No Improper Driving	Driver	No Apparent Injury	Darkness Unlighted	Clear	Ice/Frost		
4	US 26 / US 89 / US 189 / US 1	151.694		07/08/2020	742	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Rear End (Front to Rear)	Non-Junction	North	Straight Ahead	Following too Close	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
5													North	Slowing	No Improper Driving	Driver	No Apparent Injury					
6	US 26 / US 89 / US 189 / US 1	151.764		05/16/2021	758	PROPERTY	0	0	Deer	On Roadway				Straight Ahead	No Improper Driving	Driver	No Apparent Injury	Dawn	Clear	Dry		
7	US 26 / US 89 / US 189 / US 1	151.874		02/24/2022	1840	PROPERTY	0	0	Deer	On Roadway				Straight Ahead	No Improper Driving	Driver	No Apparent Injury	Darkness Unlighted	Clear	Dry		
8	US 26 / US 89 / US	151.896		04/29/2020	1037	PROPERTY	0	0	Deer	On Roadway				Straight Ahead	No Improper Driving	Driver	No Apparent Injury	Daylight	Clear	Dry		
9	US 26 / US 89 / US	151.896		08/21/2020	2043	PROPERTY	0	0	Deer	On Roadway				Straight Ahead	No Improper Driving	Driver	No Apparent Injury	Darkness Unlighted	Clear	Dry		
10	W BROADWAY AVE US 26 /	151.912		03/08/2022	1801	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Rear End (Front to Rear)	Intersection Relationship	North	Straight Ahead	Following too Close	Driver	No Apparent Injury	Dusk	Snowing	Ice/Frost	N	N
11													North	Stopped in Traffic	No Improper Driving	Driver	No Apparent Injury		Blowing Snow	Snow		
19	W BROADWAY AVE US 26 /	151.918		11/17/2022	816	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Sideswipe Same Direction (Passing)	Intersection Relationship	North	Slowing	Drove too Fast for Conditions	Driver	No Apparent Injury	Daylight	Snowing	Snow	N	N
20													North	Straight Ahead	No Improper Driving	Driver	No Apparent Injury			Ice/Frost		
21	W BROADWAY AVE US 26 /	151.921	HIGH SCHOOL RD	06/19/2022	1646	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Head On (Front to Front)	Intersection	South	Turning Right	Failed to Keep Proper Lane	Driver	No Apparent Injury	Daylight	Raining	Wet	N	N
22													North	Turning Left	No Improper Driving	Driver	No Apparent Injury					
23	W BROADWAY AVE US 26 /	151.921	HIGH SCHOOL RD	12/15/2022	1811	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle (Front to Side), Opposing Direction	Intersection	West	Turning Left	Failed to Yield ROW	Driver	No Apparent Injury	Darkness Lighted	Clear	Snow	N	N
24													South	Straight Ahead	No Improper Driving	Driver	No Apparent Injury			Ice/Frost		
25	W BROADWAY AVE US 26 /	151.922	HIGH SCHOOL RD	06/24/2021	1543	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle Same Direction (Front to Side)	Intersection	West	Turning Left	Failed to Yield ROW	Driver	No Apparent Injury	Daylight	Raining	Wet	N	N
26													South	Straight Ahead	No Improper Driving	Driver	No Apparent Injury					
27	W BROADWAY AVE US 26 /	151.924		08/28/2021	2049	PROPERTY	0	0	Deer	On Roadway				Straight Ahead	No Improper Driving	Driver	No Apparent Injury	Darkness Unlighted	Clear	Dry		
28																Passenger	No Apparent Injury					
29	W BROADWAY AVE US 26 /	151.924	HIGH SCHOOL RD	10/27/2022	730	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle Right (Front to Side, includes Broadside)	Intersection	West	Turning Left	Failed to Yield ROW	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
30													South	Straight Ahead	No Improper Driving	Driver	No Apparent Injury					
31																Passenger	No Apparent Injury					
32	W BROADWAY AVE US 26 /	151.928		07/21/2020	1428	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Rear End (Front to Rear)	Intersection Relationship	South	Straight Ahead	Erratic/Reckless/Careless/Aggressive	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
33													South	Stopped in Traffic	No Improper Driving	Driver	No Apparent Injury					
34																Passenger	No Apparent Injury					
35	W BROADWAY AVE US 26 /	151.929		12/15/2021	1730	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Rear End (Front to Rear)	Intersection Relationship	South	Stopped in Traffic	No Improper Driving	Driver	No Apparent Injury	Darkness Unlighted	Cloudy, Overcast	Ice/Frost	N	N
36													South	Slowing	Following too Close	Driver	No Apparent Injury					
37	W BROADWAY AVE US 26 /	151.944		09/18/2020	1500	SUSPECTED II	0	1	Motor Vehicle in Transport on Rd	On Roadway	Rear End (Front to Rear)	Non-Junction	North	Straight Ahead	Drove too Fast for Conditions	Driver	Suspected Minor Injury	Daylight	Clear	Dry	N	N
38													Unknown	Straight Ahead	No Improper Driving	Driver	Unknown					
39	W BROADWAY AVE US 26 /	151.989		07/17/2022	1940	PROPERTY	0	0	Deer	On Roadway				Straight Ahead	No Improper Driving	Driver	No Apparent Injury	Daylight	Clear	Dry		
40																Passenger	No Apparent Injury					
41	W BROADWAY AVE US 26 /	151.996		07/16/2020	1636	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle (Front to Side), Opposing Direction	Business Entrance	Northeast	Turning Left	Improper Turn or No Signal	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
42													North	Slowing	No Improper Driving	Driver	No Apparent Injury					
43	W BROADWAY AVE US 26 /	151.997		02/09/2022	1652	POSSIBLE II	0	1	Motor Vehicle in Transport on Rd	On Roadway	Angle Same Direction (Front to Side)	Business Entrance	East	Entering a Traffic Lane	Disregarded Traffic Signs	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
44													South	Straight Ahead	No Improper Driving	Driver	Possible Injury					
45	W BROADWAY AVE US 26 /	151.997		11/11/2020	1200	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle Right (Front to Side, includes Broadside)	Business Entrance	South	Turning Right	Drove too Fast for Conditions	Driver	No Apparent Injury	Daylight	Snowing	Ice/Frost	N	N
46													East	Stopped in Traffic	No Improper Driving	Driver	No Apparent Injury					
47	W BROADWAY AVE US 26 /	151.997		06/19/2021	1315	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle (Front to Side), Opposing Direction	Business Entrance	East	Straight Ahead	Failed to Yield ROW	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
48													South	Straight Ahead	No Improper Driving	Driver	No Apparent Injury					
49	W BROADWAY AVE US 26 /	151.997		08/14/2021	1436	POSSIBLE II	0	1	Motor Vehicle in Transport on Rd	On Roadway	Angle (Front to Side), Opposing Direction	Business Entrance	East	Turning Right	Failed to Yield ROW	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
50													South	Straight Ahead	No Improper Driving	Driver	Possible Injury					
51	W BROADWAY AVE US 26 /	151.998		02/12/2020	1320	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle Right (Front to Side, includes Broadside)	Business Entrance	East	Turning Right	Failed to Yield ROW	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
52													South	Straight Ahead	No Improper Driving	Driver	No Apparent Injury					
53	W BROADWAY AVE US 26 /	151.999		05/22/2022	1711	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle (Front to Side), Opposing Direction	Business Entrance	North	Turning Left	Failed to Yield ROW	Driver	No Apparent Injury	Daylight	Raining	Wet	N	N
54													South	Straight Ahead	No Improper Driving	Passenger	No Apparent Injury					
55																Driver	No Apparent Injury					
56	W BROADWAY AVE US 26 /	151.999		10/28/2021	1750	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle Right (Front to Side, includes Broadside)	Business Entrance	East	Turning Left	Failed to Yield ROW	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
57													South	Straight Ahead	No Improper Driving	Driver	No Apparent Injury					
58	W BROADWAY AVE US 26 /	152.000		11/23/2022	920	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle Right (Front to Side, includes Broadside)	Business Entrance	Northeast	Turning Left	Failed to Yield ROW	Driver	No Apparent Injury	Daylight	Snowing	Snow	N	N
59													South	Straight Ahead	No Improper Driving	Driver	No Apparent Injury					
60	W BROADWAY AVE US 26 /	152.000		11/30/2021	1818	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle (Front to Side), Opposing Direction	Business Entrance	Northeast	Turning Left	Failed to Yield ROW	Driver	No Apparent Injury	Darkness Lighted	Clear	Dry	N	N
61													South	Straight Ahead	No Improper Driving	Driver	No Apparent Injury					
62	W BROADWAY AVE US 26 /	152.000		01/31/2020	1614	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle Right (Front to Side, includes Broadside)	Business Entrance	East	Turning Left	Failed to Yield ROW	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
63													South	Straight Ahead	No Improper Driving	Driver	No Apparent Injury					
64	W BROADWAY AVE US 26 /	152.000		08/29/2021	1655	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle Right (Front to Side, includes Broadside)	Business Entrance	Northeast	Straight Ahead	Failed to Yield ROW	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
65													West	Straight Ahead	No Improper Driving	Driver	No Apparent Injury					
66	W BROADWAY AVE US 26 /	152.001		06/01/2021	1143	POSSIBLE II	0	1	Motor Vehicle in Transport on Rd	On Roadway	Angle Right (Front to Side, includes Broadside)	Non-Junction	Southeast	Straight Ahead	Failed to Yield ROW	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
67													South	Straight Ahead	No Improper Driving	Driver	Possible Injury					
68	W BROADWAY AVE US 26 /	152.004		02/21/2021	1022	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle (Front to Side), Opposing Direction	Business Entrance	South	Turning Right	No Improper Driving	Driver	No Apparent Injury	Daylight	Clear	Ice/Frost	N	N
69													East	Stopped in Traffic	No Improper Driving	Driver	Unknown			Snow		
70	W BROADWAY AVE US 26 /	152.005		11/11/2020	955	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Other	Business Entrance	South	Straight Ahead	Swerve Due to Wind/Slippery Road	Driver	No Apparent Injury	Daylight	Snowing	Ice/Frost	N	N
71													North	Straight Ahead	Swerve Due to Wind/Slippery Road	Driver	No Apparent Injury			Snow		
72													South	Straight Ahead	Swerve Due to Wind/Slippery Road	Driver	No Apparent Injury					
73	W BROADWAY AVE US 26 /	152.042		12/16/2021	1721	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Rear End (Front to Rear)	Non-Junction	South	Straight Ahead	Drove too Fast for Conditions	Driver	No Apparent Injury	Daylight	Clear	Snow	N	N
74													South	Slowing	No Improper Driving	Driver	No Apparent Injury			Ice/Frost		
75	W BROADWAY AVE US 26 /	152.046		12/14/2020	1458	POSSIBLE II	0	1	Motor Vehicle in Transport on Rd	On Roadway	Angle Same Direction (Front to Side)	Non-Junction	North	Changing Lanes	Failed to Keep Proper Lane	Driver	No Apparent Injury	Daylight	Clear	Ice/Frost	N	N
76													North	Straight Ahead	No Improper Driving	Driver	No Apparent Injury					

	B	C	D	E	F	G	H	I	J	K	L	M	O	Q	S	U	W	X	Y	Z	AA	AB
77																Passenger	No Apparent Injury					
78													North	Stopped in Traffic	No Improper Driving	Driver	No Apparent Injury					
79																Passenger	Possible Injury					
80	W BROADWAY AVE US 26 /	152.057		12/05/2022	1308	SUSPECTED	0	1	Motor Vehicle in Transport on Rd	On Roadway	Angle (Front to Side), Opposing Direction	Business Entrance	South	Turning Left	Improper Turn or No Signal	Driver	No Apparent Injury	Daylight	Clear	Snow	N	N
81													North	Straight Ahead	No Improper Driving	Driver	No Apparent Injury					
82																Passenger	Suspected Minor Injury					
83	W BROADWAY AVE US 26 /	152.060		08/11/2021	1715	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Rear End (Front to Rear)	Intersection Related	South	Straight Ahead	Following too Close	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
84													South	Stopped in Traffic	No Improper Driving	Driver	No Apparent Injury					
85													South	Stopped in Traffic	No Improper Driving	Driver	No Apparent Injury					
86	W BROADWAY AVE US 26 /	152.123		04/20/2021	940	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Rear End (Front to Rear)	Non-Junction	North	Straight Ahead	Following too Close	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
87													North	Slowing	No Improper Driving	Driver	No Apparent Injury					
88	W BROADWAY AVE US 26 /	152.163		03/14/2020	1408	POSSIBLE II	0	1	Pedestrian	Bridge	Not a Collision w/2 Vehicles in Transport	Non-Junction	South	Straight Ahead	Drove too Fast for Conditions	Driver	No Apparent Injury	Daylight	Raining	Snow	N	N
89															Ran Off Road	Pedestrian	Possible Injury			Slush		
90	W BROADWAY AVE US 26 /	152.221		10/19/2022	1615	SUSPECTED	0	1	Motor Vehicle in Transport on Rd	On Roadway	Angle Right (Front to Side, includes Broadside)	Business Entrance	South	Straight Ahead	Speeding	Driver	Suspected Minor Injury	Daylight	Clear	Dry	N	N
91															Other Improper Action							
92													West	Turning Left	Avoiding Non-Motorist	Driver	No Apparent Injury					
93	W BROADWAY AVE US 26 /	152.232		08/10/2022	1123	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Rear End (Front to Rear)	Non-Junction	East	Straight Ahead	Following too Close	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
94													East	Straight Ahead	No Improper Driving	Driver	No Apparent Injury					
95	W BROADWAY AVE US 26 /	152.276		12/22/2021	1416	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle Same Direction (Front to Side)	Driveway Related	East	Entering a Traffic Lane	Failed to Yield ROW	Driver	No Apparent Injury	Daylight	Clear	Wet	N	N
96													West	Turning Left	No Improper Driving	Driver	No Apparent Injury					
97	W BROADWAY AVE US 26 /	152.279		10/30/2022	1455	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle Same Direction (Front to Side)	Non-Junction	South	Changing Lanes	Failed to Keep Proper Lane	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
98													South	Straight Ahead	No Improper Driving	Driver	No Apparent Injury					
99	W BROADWAY AVE US 26 /	152.309		12/31/2021	1346	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle (Front to Side), Opposing Direction	Business Entrance	East	Straight Ahead	Failed to Yield ROW	Driver	No Apparent Injury	Daylight	Snowing	Ice/Frost	N	N
100													South	Straight Ahead	No Improper Driving	Driver	No Apparent Injury			Snow		
101	W BROADWAY AVE US 26 /	152.315		12/15/2021	1538	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Rear End (Front to Rear)	Non-Junction	North	Slowing	Following too Close	Driver	No Apparent Injury	Daylight	Cloudy, Overcast	Snow	N	N
102													North	Slowing	No Improper Driving	Driver	No Apparent Injury					
103	W BROADWAY AVE US 26 /	152.315		09/02/2022	1410	SUSPECTED	0	1	Motor Vehicle in Transport on Rd	On Roadway	Angle (Front to Side), Opposing Direction	Business Entrance	North	Turning Left	Failed to Yield ROW	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
104													South	Straight Ahead	No Improper Driving	Driver	Suspected Minor Injury					
105	W BROADWAY AVE US 26 /	152.315		12/24/2020	1435	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle Right (Front to Side, includes Broadside)	Business Entrance	East	Turning Left	Failed to Yield ROW	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
106													South	Straight Ahead	No Improper Driving	Driver	No Apparent Injury					
107	W BROADWAY AVE US 26 /	152.315		01/07/2021	1330	SUSPECTED	0	2	Motor Vehicle in Transport on Rd	On Roadway	Sideswipe Opposite Direction (Meeting)	Business Entrance	East	Turning Left	Failed to Yield ROW	Driver	Suspected Minor Injury	Daylight	Clear	Ice/Frost	N	N
108													South	Straight Ahead	No Improper Driving	Driver	No Apparent Injury			Snow		
109	W BROADWAY AVE US 26 /	152.317		01/26/2022	1207	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle Same Direction (Front to Side)	Business Entrance	North	Turning Left	Failed to Yield ROW	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
110													South	Straight Ahead	No Improper Driving	Driver	No Apparent Injury					
111	W BROADWAY AVE US 26 /	152.319		05/11/2020	1210	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle (Front to Side), Opposing Direction	Business Entrance	East	Turning Left	Failed to Yield ROW	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
112													South	Straight Ahead	No Improper Driving	Driver	No Apparent Injury					
113	W BROADWAY AVE US 26 /	152.340		01/19/2022	1403	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle Right (Front to Side, includes Broadside)	Business Entrance	West	Turning Left	Failed to Yield ROW	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
114													South	Straight Ahead	No Improper Driving	Driver	No Apparent Injury					
115	W BROADWAY AVE US 26 /	152.407		12/08/2021	1631	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Rear End (Front to Rear)	Business Entrance	South	Slowing	Following too Close	Driver	No Apparent Injury	Daylight	Snowing	Wet	N	N
116													South	Slowing	No Improper Driving	Driver	No Apparent Injury					
117	W BROADWAY AVE US 26 /	152.431		05/17/2021	1310	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Rear End (Front to Rear)	Non-Junction	South	Straight Ahead	Following too Close	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
118													South	Slowing	No Improper Driving	Driver	No Apparent Injury					
119	W BROADWAY AVE US 26 /	152.443		03/01/2021	1645	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Rear End (Front to Rear)	Business Entrance	East	Straight Ahead	Following too Close	Driver	No Apparent Injury	Daylight	Clear	Ice/Frost	N	N
120													East	Stopped in Traffic	No Improper Driving	Driver	No Apparent Injury			Snow		
121	W BROADWAY AVE US 26 /	152.448		02/16/2020	2044	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Sideswipe Opposite Direction (Meeting)	Business Entrance	North	Turning Left	Failed to Yield ROW	Driver	No Apparent Injury	Darkness Unlighted	Snowing	Ice/Frost	N	N
122													South	Straight Ahead	No Improper Driving	Driver	No Apparent Injury					
123	W BROADWAY AVE US 26 /	152.459		07/22/2021	1100	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle Right (Front to Side, includes Broadside)	Business Entrance	East	Straight Ahead	Disregarded Other Road Markings	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
124													Southwest	Turning Left	No Improper Driving	Driver	No Apparent Injury					
125	W BROADWAY AVE US 26 /	152.461		07/14/2022	1406	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Rear to Front (Normally Backing)	Intersection Related	South	Backing	Improper Backing	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
126													North	Straight Ahead	No Improper Driving	Driver	No Apparent Injury					
127	W BROADWAY AVE US 26 /	152.462		02/21/2020	1256	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Rear End (Front to Rear)	Business Entrance	North	Straight Ahead	Following too Close	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
128													Entrance	North	Stopped in Traffic	Driver	No Apparent Injury					
129	W BROADWAY AVE US 26 /	152.474		11/09/2021	1639	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Rear End (Front to Rear)	Non-Junction	North	Straight Ahead	Following too Close	Driver	No Apparent Injury	Daylight	Raining	Wet	N	N
130													North	Straight Ahead	No Improper Driving	Driver	No Apparent Injury					
131	W BROADWAY AVE US 26 /	152.491		06/30/2021	1942	PROPERTY	0	0	Deer	On Roadway					Straight Ahead	Driver	No Apparent Injury	Daylight	Clear	Dry		
132	W BROADWAY AVE US 26 /	152.502		10/26/2020	1534	POSSIBLE II	0	1	Motor Vehicle in Transport on Rd	On Roadway	Rear End (Front to Rear)	Intersection Related	North	Straight Ahead	Following too Close	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
133													North	Stopped in Traffic	No Improper Driving	Driver	Possible Injury					
134	W BROADWAY AVE US 26 /	152.506		02/16/2020	138	PROPERTY	0	0	Overturn/Rollover	Off Roadway	Not a Collision w/2 Vehicles in Transport	Non-Junction	South	Straight Ahead	Drove too Fast for Conditions	Driver	No Apparent Injury	Darkness Lighted	Snowing	Ice/Frost	Y	N
135															Failed to Keep Proper Lane				Snow			
136	W BROADWAY AVE US 26 /	152.508		02/19/2021	1502	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle Right (Front to Side, includes Broadside)	Business Entrance	South	Turning Left	Failed to Yield ROW	Driver	No Apparent Injury	Daylight	Clear	Wet	N	N
137													North	Straight Ahead	No Improper Driving	Driver	No Apparent Injury					
138	W BROADWAY AVE US 26 /	152.524		01/01/2020	2300	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle Right (Front to Side, includes Broadside)	Business Entrance	West	Straight Ahead	Ran Red Light	Driver	No Apparent Injury	Darkness Lighted	Clear	Snow	N	N
139													South	Straight Ahead	No Improper Driving	Driver	No Apparent Injury					
140	W BROADWAY AVE US 26 /	152.528		06/07/2022	1756	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle Same Direction (Front to Side)	Intersection Related	South	Straight Ahead	Other Improper Action	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
141													South	Changing Lanes	No Improper Driving	Driver	No Apparent Injury					
142	W BROADWAY AVE US 26 /	152.528		06/06/2021	350	SUSPECTED	0	1	Pedestrian	On Roadway	Not a Collision w/2 Vehicles in Transport	Intersection Related	Unknown	Unknown	Unknown	Driver	Unknown	Darkness Unlighted	Clear	Dry	Y	N
143																Pedestrian	Suspected Minor Injury					
144	BERGER LN	98.232		01/16/2020	1439	PROPERTY	0	0	Parked Motor Vehicle	Shoulder	Angle (Front to Side), Opposing Direction	Intersection Related	West	Turning Left	Drove too Fast for Conditions	Driver	No Apparent Injury	Daylight	Clear	Snow	N	N
145													South	Parked								

	B	C	D	E	F	G	H	I	J	K	L	M	O	Q	S	U	W	X	Y	Z	AA	AB
146	BLAIR DR	97.431	WHITE HOUSE DR	11/25/2021	1350	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle Right (Front to Side, includes Broadside)	Intersection	North	Straight Ahead	Failed to Yield ROW	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
147													East	Straight Ahead	No Improper Driving	Driver	No Apparent Injury					
148	BLAIR DR	97.701		07/31/2021	1730	PROPERTY	0	0	Sign Support Single Post	Off Roadway	Not a Collision w/2 Vehicles in Transport	Non-Junction	Southwest	Negotiating a Curve	Speeding	Driver	No Apparent Injury	Daylight	Clear	Dry	Y	N
149	BLAIR DR	97.707		12/19/2022	925	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Rear End (Front to Rear)	Non-Junction	East	Slowing	Drove too Fast for Conditions	Driver	No Apparent Injury	Daylight	Clear	Ice/Frost	N	N
150													East	Driverless Motor Vehicle		Passenger	No Apparent Injury			Snow		
151	BLAIR DR	97.847	S PARK LOOP	09/30/2020	2014	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle Right (Front to Side, includes Broadside)	Intersection	North	Straight Ahead	Failed to Yield ROW	Driver	No Apparent Injury	Darkness Unlighted	Clear	Dry	N	N
152													East	Straight Ahead	No Improper Driving	Driver	No Apparent Injury					
153	DUSTY ACRES RD	98.359		12/14/2021	2340	PROPERTY	0	0	Parked Motor Vehicle	In Parking Lane	Angle Same Direction (Front to Side)	Non-Junction	South	Negotiating a Curve	Drove too Fast for Conditions	Driver	No Apparent Injury	Darkness Unlighted	Snowing	Snow	N	N
154													South	Parked								
155													South	Parked								
156	GREGORY LN	98.463	HIGH SCHOOL RD	01/14/2020	1452	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle (Front to Side), Opposing Direction	Intersection	Southeast	Turning Left	Failed to Yield ROW	Driver	No Apparent Injury	Daylight	Clear	Snow	N	N
157													West	Straight Ahead	No Improper Driving	Driver	No Apparent Injury			Ice/Frost		
158																Passenger	No Apparent Injury					
159	GREGORY LN	98.777		01/28/2021	1537	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Head On (Front to Front)	Non-Junction	North	Negotiating a Curve	Drove too Fast for Conditions	Driver	No Apparent Injury	Daylight	Snowing	Snow	N	N
160													South	Straight Ahead	No Improper Driving	Driver	No Apparent Injury					
161	GREGORY LN	98.846		01/22/2020	833	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Rear End (Front to Rear)	Business	West	Straight Ahead	Following too Close	Driver	No Apparent Injury	Daylight	Clear	Snow	N	N
162												Entrance	West	Slowing	No Improper Driving	Driver	No Apparent Injury					
163	GREGORY LN	98.857		02/23/2021	1126	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle (Front to Side), Opposing Direction	Non-Junction	South	Negotiating a Curve	Drove too Fast for Conditions	Driver	No Apparent Injury	Daylight	Clear	Ice/Frost	N	N
164													North	Negotiating a Curve	No Improper Driving	Driver	No Apparent Injury					
165	GREGORY LN	98.858		02/23/2021	1059	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle (Front to Side), Opposing Direction	Non-Junction	South	Negotiating a Curve	Drove too Fast for Conditions	Driver	No Apparent Injury	Daylight	Clear	Ice/Frost	N	N
166													North	Negotiating a Curve	No Improper Driving	Driver	No Apparent Injury					
167	GREGORY LN	98.861		01/11/2022	809	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Sideswipe Opposite Direction (Meeting)	Non-Junction	Southwest	Negotiating a Curve	Drove too Fast for Conditions	Driver	No Apparent Injury	Daylight	Clear	Ice/Frost	N	N
168													Northeast	Negotiating a Curve	No Improper Driving	Driver	No Apparent Injury					
169	GREGORY LN	98.863		03/10/2022	828	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Sideswipe Opposite Direction (Meeting)	Non-Junction	South	Negotiating a Curve	Drove too Fast for Conditions	Driver	No Apparent Injury	Daylight	Clear	Ice/Frost	N	N
170													North	Negotiating a Curve	No Improper Driving	Driver	No Apparent Injury					
171	MIDDLE SCHOOL DR	98.632		05/22/2021	555	PROPERTY	0	0	Fence (including Post)	Off Roadway	Not a Collision w/2 Vehicles in Transport	Non-Junction	North	Straight Ahead	Ran Off Road	Driver	No Apparent Injury	Darkness Unlighted	Clear	Dry	Y	N
172	MIDDLE SCHOOL DR	98.702		12/24/2022	20	PROPERTY	0	0	Fence (including Post)	Off Roadway	Not a Collision w/2 Vehicles in Transport	Non-Junction	East		Drove too Fast for Conditions	Driver	No Apparent Injury	Darkness Unlighted	Snowing	Snow	N	N
173	MIDDLE SCHOOL DR	98.730		11/14/2020	1730	UNKNOWN	0	0	Rock, Boulder, Rock Slide	Off Roadway	Not a Collision w/2 Vehicles in Transport	Non-Junction	North		Drove too Fast for Conditions	Driver	Unknown	Darkness Unlighted	Snowing	Ice/Frost	Y	N
174	HIGH SCHOOL RD	97.920		02/07/2022	850	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Rear End (Front to Rear)	Intersection Related	East		Other Improper Action	Driver	No Apparent Injury	Daylight	Clear	Snow	N	N
175													East		No Improper Driving	Driver	No Apparent Injury			Ice/Frost		
176	HIGH SCHOOL RD	97.921		03/10/2022	838	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Rear End (Front to Rear)	Intersection Related	East		Following too Close	Driver	No Apparent Injury	Daylight	Clear	Ice/Frost	N	N
177													East		No Improper Driving	Driver	No Apparent Injury					
178	HIGH SCHOOL RD	98.313		01/21/2021	954	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle Same Direction (Front to Side)	Non-Junction	West		Failed to Yield ROW	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
179													West		No Improper Driving	Driver	No Apparent Injury					
180	HIGH SCHOOL RD	98.400		10/26/2021	1430	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle Right (Front to Side, includes Broadside)	Business Entrance	South		Failed to Yield ROW	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
181													East		No Improper Driving	Driver	No Apparent Injury					
182	HIGH SCHOOL RD	98.404		04/14/2021	914	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle (Front to Side), Opposing Direction	Business Entrance	South		Failed to Yield ROW	Driver	No Apparent Injury	Daylight	Cloudy, Overcast	Dry	N	N
183													East		No Improper Driving	Driver	No Apparent Injury		Blowing Snow			
184	HIGH SCHOOL RD	98.405		03/01/2022	1845	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle Right (Front to Side, includes Broadside)	Business Entrance	West		Improper Turn or No Signal	Driver	No Apparent Injury	Darkness Lighted	Clear	Dry	N	N
185													East		No Improper Driving	Driver	No Apparent Injury					
186	HIGH SCHOOL RD	98.405		08/24/2022	2020	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Head On (Front to Front)	Business Entrance	East		Failed to Yield ROW	Driver	No Apparent Injury	Darkness Lighted	Raining	Wet	N	N
187													West		No Improper Driving	Driver	No Apparent Injury					
188	HIGH SCHOOL RD	98.406		08/10/2020	1800	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle Same Direction (Front to Side)	Driveway Related	Southeast		Improper Turn or No Signal	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
189													East		No Improper Driving	Driver	No Apparent Injury					
190	HIGH SCHOOL RD	98.409		06/22/2021	1158	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle Right (Front to Side, includes Broadside)	Non-Junction	South		Failed to Yield ROW	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
191													East		No Improper Driving	Driver	No Apparent Injury					
192																Passenger	No Apparent Injury					
193	HIGH SCHOOL RD	98.417		10/09/2020	1454	SUSPECTED	0	1	Motor Vehicle in Transport on Rd	On Roadway	Rear End (Front to Rear)	Intersection Related	East		Following too Close	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
194													East		No Improper Driving	Driver	Suspected Minor Injury					
195	HIGH SCHOOL RD	98.423		12/14/2021	1920	POSSIBLE II	0	1	Motor Vehicle in Transport on Rd	On Roadway	Rear End (Front to Rear)	Intersection Related	East		Drove too Fast for Conditions	Driver	No Apparent Injury	Darkness Lighted	Snowing	Ice/Frost	N	N
196													East			Passenger	No Apparent Injury		Blowing Snow	Snow		
197																Passenger	No Apparent Injury					
198															No Improper Driving	Driver	Possible Injury					
199	HIGH SCHOOL RD	98.429		11/16/2021	1225	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Rear End (Front to Rear)	Intersection Related	East		Following too Close	Driver	No Apparent	Daylight	Clear	Dry	N	N
200													East		No Improper Driving	Driver	No Apparent					
201	MARTIN LN	98.064		03/25/2022	1315	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Rear to Front (Normally Backing)	Non-Junction	North		Improper Backing	Driver	No Apparent	Daylight	Clear	Dry	N	N
202													East		No Improper Driving	Driver	No Apparent					
203	MARTIN LN	98.212		01/06/2020	1230	PROPERTY	0	0	Parked Motor Vehicle	In Parking Lane	Rear to Side (Normally Backing)	Non-Junction	North	Backing	Improper Backing	Driver	No Apparent Injury	Daylight	Snowing	Snow	N	N
204													West	Parked	Drove too Fast for Conditions							
205	MARTIN LN	98.271		01/04/2022	1415	PROPERTY	0	0	Motor Vehicle in Transport on Rd	Shoulder	Rear to Rear (Normally Backing)	Non-Junction	East	Backing	No Improper Driving	Driver	No Apparent Injury	Daylight	Snowing	Snow	N	N
206													Unknown	Parked								
207	MARTIN LN	98.276		06/16/2022	1530	PROPERTY	0	0	Parked Motor Vehicle	In Parking Lane	Rear to Side (Normally Backing)	Business Entrance	South	Backing	Improper Backing	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
208													North	Parked								
209	SENECA LN	98.982		11/13/2020	1610	PROPERTY	0	0	Sign Support Single Post	Off Roadway	Not a Collision w/2 Vehicles in Transport	Non-Junction	West	Negotiating a Curve	Drove too Fast for Conditions	Driver	No Apparent Injury	Daylight	Snowing	Ice/Frost	N	N
210															Ran Off Road				Blowing Snow	Snow		
211															Swerve Due to Wind/Slippery Surface							
212															Over Corrected/Over Steered							
213	STELLARIA LN	98.441	W BROADWAY AVE	07/17/2020	903	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Sideswipe Same Direction (Passing)	Intersection	West	Turning Right	Improper Turn or No Signal	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
214													West	Turning Right	No Improper Driving	Driver	No Apparent Injury					

	B	C	D	E	F	G	H	I	J	K	L	M	O	Q	S	U	W	X	Y	Z	AA	AB
215	STELLARIA LN	98.458		11/10/2022	1128	PROPERTY	0	0	Motor Vehicle in Transport on Rd	Shoulder	Angle Same Direction (Front to Side)	Non-Junction	East	Straight Ahead	Drove too Fast for Conditions	Driver	No Apparent Injury	Daylight	Cloudy, Overcast	Ice/Frost	N	N
216													East	Parked								
217	WHITE HOUSE DR	98.793		06/10/2020	927	PROPERTY	0	0	Parked Motor Vehicle	Shoulder	Sideswipe Same Direction (Passing)	Non-Junction	Southwest	Straight Ahead	Other Improper Action	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
218													Southwest	Parked								
219	S PARK LOOP	97.330		01/01/2022	30	PROPERTY	0	0	Snow Embankment	Off Roadway	Not a Collision w/2 Vehicles in Transport	Intersection Related	North	Straight Ahead	Drove too Fast for Conditions	Driver	No Apparent Injury	Darkness Unlighted	Clear	Ice/Frost	Y	N
220															Ran Off Road					Unknown		
221	S PARK LOOP	97.448		11/24/2022	1617	PROPERTY	0	0	Utility Pole/Light Support	Off Roadway	Not a Collision w/2 Vehicles in Transport	Intersection Related	Southwest	Turning Left	Drove too Fast for Conditions	Driver	No Apparent Injury	Dusk	Clear	Ice/Frost	N	N
222	S PARK LOOP	97.770		01/22/2020	1900	PROPERTY	0	0	Deer	On Roadway				Straight Ahead	No Improper Driving	Driver	No Apparent Injury	Darkness Unlighted	Clear	Snow		
223	S PARK LOOP	97.933		03/09/2022	1530	POSSIBLE II	0	1	Motor Vehicle in Transport on Rd	On Roadway	Rear End (Front to Rear)	Non-Junction	West	Slowing	Drove too Fast for Conditions	Driver	No Apparent Injury	Daylight	Clear	Ice/Frost	N	N
224																Passenger	No Apparent Injury			Snow		
225													West	Stopped in Traffic	No Improper Driving	Driver	Possible Injury					
226	S PARK LOOP	97.994		02/05/2020	1833	PROPERTY	0	0	Deer	On Roadway				Straight Ahead	No Improper Driving	Driver	No Apparent Injury	Darkness Unlighted	Clear	Snow		
227	S PARK LOOP	98.205		10/07/2021	1627	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Rear End (Front to Rear)	Non-Junction	East	Straight Ahead	Following too Close	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
228													East	Slowing	No Improper Driving	Driver	No Apparent Injury					
229	S PARK LOOP	98.310	GREGORY LN	11/04/2020	1059	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle Right (Front to Side, includes Broadside)	Intersection	South	Turning Left	Failed to Yield ROW	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
230													East	Straight Ahead	No Improper Driving	Driver	No Apparent Injury					
231	S PARK LOOP	98.310	GREGORY LN	06/10/2022	1140	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Head On (Front to Front)	Intersection	Southwest	Turning Left	Failed to Yield ROW	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
232													Northeast	Straight Ahead	Improper Turn or No Signal							
233															No Improper Driving	Driver	No Apparent Injury					
234	S PARK LOOP	98.310	GREGORY LN	09/13/2022	1640	POSSIBLE II	0	1	Pedacycle	On Roadway	Not a Collision w/2 Vehicles in Transport	Intersection	Northeast		Failed to Yield ROW	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
235																Pedacyclist	Possible Injury					
236	S PARK LOOP	98.310	GREGORY LN	05/23/2022	855	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle Right (Front to Side, includes Broadside)	Intersection	North		Failed to Yield ROW	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
237													East		No Improper Driving	Driver	No Apparent Injury					
238	S PARK LOOP	98.313	GREGORY LN	09/23/2022	1923	SUSPECTED	0	1	Pedacycle	On Roadway	Not a Collision w/2 Vehicles in Transport	Intersection	East		No Improper Driving	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
239																Pedacyclist	Suspected Minor Injury					
240	S PARK LOOP	98.324		11/03/2021	833	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Rear End (Front to Rear)	Business	East		Following too Close	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
241												Entrance	East		No Improper Driving	Driver	No Apparent Injury					
242	S PARK LOOP	98.442		01/28/2021	1111	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Sideswipe Opposite Direction (Meeting)	Intersection	West		Drove too Fast for Conditions	Driver	No Apparent Injury	Daylight	Snowing	Snow	N	N
243												Related	East		No Improper Driving	Driver	No Apparent Injury					
244	S PARK LOOP	98.446		03/10/2020	727	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Rear End (Front to Rear)	Intersection	South		No Improper Driving	Driver	No Apparent Injury	Daylight	Clear	Ice/Frost	N	N
245												Related	South		Drove too Fast for Conditions	Driver	No Apparent Injury					
246	S PARK LOOP	98.447	W BROADWAY AVE	08/12/2021	730	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle (Front to Side), Opposing Direction	Intersection	North		Failed to Yield ROW	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
247													South		No Improper Driving	Driver	No Apparent Injury					
248	S PARK LOOP	98.449	W BROADWAY AVE	11/26/2021	2020	SUSPECTED	0	1	Motor Vehicle in Transport on Rd	On Roadway	Angle (Front to Side), Opposing Direction	Intersection	South		Ran Red Light	Driver	Suspected Minor Injury	Darkness Lighted	Clear	Dry	N	N
249													East		No Improper Driving	Driver	No Apparent Injury					
250	S PARK LOOP	98.450	W BROADWAY AVE	12/20/2022	1000	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle Right (Front to Side, includes Broadside)	Intersection	South		Ran Red Light	Driver	No Apparent Injury	Daylight	Cloudy, Overcast	Wet	N	N
251																Passenger	No Apparent Injury					
252													East		No Improper Driving	Driver	No Apparent Injury					
253	S PARK LOOP	98.450	W BROADWAY AVE	01/09/2020	1413	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle (Front to Side), Opposing Direction	Intersection	South		Drove too Fast for Conditions	Driver	No Apparent Injury	Daylight	Snowing	Ice/Frost	N	N
254													West		No Improper Driving	Driver	No Apparent Injury					
255	S PARK LOOP	98.451	W BROADWAY AVE	07/13/2020	1530	SUSPECTED	0	1	Motor Vehicle in Transport on Rd	On Roadway	Angle Right (Front to Side, includes Broadside)	Intersection	South		Ran Red Light	Driver	Suspected Serious Injury	Daylight	Clear	Dry	N	N
256													Northwest		Failed to Yield ROW	Driver	No Apparent Injury					
257	S PARK LOOP	98.452	W BROADWAY AVE	05/21/2020	1002	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Angle Right (Front to Side, includes Broadside)	Intersection	South		Ran Red Light	Driver	No Apparent Injury	Daylight	Raining	Wet	N	N
258													West		No Improper Driving	Driver	No Apparent Injury					
259	S PARK LOOP	98.454	W BROADWAY AVE	04/26/2021	1605	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Rear End (Front to Rear)	Intersection	Northeast		Following too Close	Driver	No Apparent Injury	Daylight	Raining	Wet	N	N
260													Northeast		No Improper Driving	Driver	No Apparent Injury					
261	S PARK LOOP	98.454	W BROADWAY AVE	09/23/2020	823	PROPERTY	0	0	Motor Vehicle in Transport on Rd	On Roadway	Head On (Front to Front)	Intersection	Southeast		Failed to Yield ROW	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
262													North		No Improper Driving	Driver	No Apparent Injury					
263	S PARK LOOP	98.454	W BROADWAY AVE	10/26/2022	830	SUSPECTED	0	1	Motor Vehicle in Transport on Rd	On Roadway	Angle (Front to Side), Opposing Direction	Intersection	South		Failed to Yield ROW	Driver	Suspected Minor Injury	Daylight	Cloudy, Overcast	Wet	N	N
264													North		No Improper Driving	Driver	No Apparent Injury					
265	S PARK LOOP CR 1	1.296		12/12/2022	1640	PROPERTY	0	0	Fence (including Post)	Off Roadway	Not a Collision w/2 Vehicles in Transport	Non-Junction	North		Drove too Fast for Conditions	Driver	No Apparent Injury	Daylight	Snowing	Snow	N	N
266															Ran Off Road	Passenger	No Apparent Injury		Ice/Frost			
267																Passenger	No Apparent Injury					
268	S PARK LOOP CR 1	1.538		12/29/2022	1538	PROPERTY	0	0	Trees/Shrubbery	Off Roadway	Not a Collision w/2 Vehicles in Transport	Non-Junction	North		Over Corrected/Over Steered	Driver	No Apparent Injury	Daylight	Clear	Ice/Frost	N	N
269	CR 1 / S PARK LOOP	1.759		01/28/2022	1224	PROPERTY	0	0	Fence (including Post)	Off Roadway	Not a Collision w/2 Vehicles in Transport	Non-Junction	North		Avoiding MV	Driver	No Apparent Injury	Daylight	Clear	Ice/Frost	N	N
270															Ran Off Road					Snow		
271	S PARK LOOP CR 1	1.844		09/05/2021	337	UNKNOWN	0	0	Trees/Shrubbery	Off Roadway	Not a Collision w/2 Vehicles in Transport	Non-Junction	South		Ran Off Road	Driver	Unknown	Darkness Unlighted	Clear	Dry	N	N
272															Over Corrected/Over Steered	Driver	No Apparent Injury	Darkness Unlighted	Clear	Dry		
273	S PARK LOOP CR 1	1.953		10/27/2020	2221	PROPERTY	0	0	Elk	On Roadway					No Improper Driving	Passenger	No Apparent Injury					

Appendix F

Cost Estimates

Teton County Northern South Park Alternatives Conceptual Opinion of Costs (Summary)			
Project	Control Alternative		
	Stop	Signal	Roundabout
High School Road, Middle School Rd to WY 26/89	\$3,870,000	\$6,660,000	\$4,930,000
High School Road and South Park Loop Rd Intersection	-	\$1,020,000	\$680,000
Boyles Hill Rd/South Park Loop Rd/Tribal Trail Rd Intersection	-	-	\$580,000
Blair Dr & South Park Loop Rd Intersection (West End)	-	-	\$680,000
Blair Dr & South Park Loop Rd Intersection (North End)	-	-	\$580,000
Blair Dr & Middle School Rd Intersection (West End)	-	-	\$353,000
East/West Connector, South Park Loop Rd to WY 26/89	\$6,610,000	\$8,276,825	\$6,925,498
Gregory Lane Extension, High School Rd to E/W Connector	\$1,120,000	\$1,120,000	\$1,120,000
High School Road Pathway Extension, South Park Loop Rd to Middle School Rd	\$1,550,000	\$1,550,000	\$780,000
Subtotal Construction	\$13,150,000	\$18,626,825	\$16,628,498
Estimated Construction Cost (2024)	\$13,150,000	\$18,626,825	\$16,628,498
Design Engineering (10%)	\$1,315,000	\$1,863,000	\$1,663,000

Notes:

East/West Connector from South Park Loop to WY26/89 line item cost under Stop Control column is representative of layout shown in exhibits. The cost under the Signal Control column assumes traffic signals installed at the east and west intersections with South Park Loop Rd and WY 26/89, respectively. The cost under the Roundabout Control assumes roundabouts installed at the west intersection with South Park Loop Rd and the Gregory Lane Extension. The Gregory Lane Extension from High School Rd to E/W Connector line item costs do not include any improvements at the intersections with High School Rd or E/W Connector.

Teton County Northern South Park Alternatives - Conceptual Opinion of Costs High School Road from Middle School Road to WY26/89								
Item	Unit	Unit Cost	Stop		Signal		Roundabout	
			Qty	Cost	Qty	Cost	Qty	Cost
Milling Asphalt Pavement	SY	\$ 18.00	15,389	\$277,000	15,389	\$277,000	15,389	\$277,000
Aggregate Base Course	CY	\$ 80.00	1,180	\$94,400	1,180	\$94,400	1,219	\$97,495
New Asphalt Pavement	TON	\$ 170.00	2,475	\$420,750	2,475	\$420,750	2,555	\$434,350
Asphalt Overlay	TON	\$ 170.00	1,795	\$305,150	1,795	\$305,150	1,795	\$305,150
Median Pavement	SY	\$ 155.00	1,065	\$165,006	1,065	\$165,006	2,517	\$390,083
Curb & Gutter	LF	\$ 60.00	6,405	\$384,300	6,405	\$384,300	8,343	\$500,580
Sidewalk	SY	\$ 120.00	717	\$86,000	717	\$86,000	1,698	\$203,720
Traffic Signal Equipment (per leg)	EA	\$ 125,000.00		\$0	10	\$1,250,000		\$0
Erosion Control (6%)	LS		1	\$103,956	1	\$178,956	1	\$132,503
Traffic Control (5%)	LS		1	\$86,630	1	\$149,130	1	\$110,419
Mobilization & Survey (13%)	LS		1	\$225,239	1	\$387,739	1	\$287,089
Subtotal Major Items				\$2,148,432		\$3,698,432		\$2,738,389
Minor Items (30%)				\$644,529		\$1,109,529		\$821,517
Contingency (50%)				\$1,074,216		\$1,849,216		\$1,369,194
Estimated Construction Cost (2024)				\$3,867,177		\$6,657,177		\$4,929,100
Design Engineering (12%)				\$465,000		\$799,000		\$592,000
Cost with Annual Escalation (5% per year)								
2025				\$4,060,536		\$6,990,036		\$5,175,555
2026				\$4,263,562		\$7,339,537		\$5,434,333
2027				\$4,476,741		\$7,706,514		\$5,706,049
2028				\$4,700,578		\$8,091,840		\$5,991,352
2029				\$4,935,606		\$8,496,432		\$6,290,919
2030				\$5,182,387		\$8,921,254		\$6,605,465

Notes:

Teton County Northern South Park Alternatives - Conceptual Opinion of Costs High School Road and South Park Loop Road Intersection								
Item	Unit	Unit Cost	Stop		Signal		Roundabout	
			Qty	Cost	Qty	Cost	Qty	Cost
Milling Asphalt Pavement	SY	\$ 18.00	-	-		\$0	1,722	\$31,000
Aggregate Base Course	CY	\$ 80.00	-	-	63	\$5,052	130	\$10,430
New Asphalt Pavement	TON	\$ 170.00	-	-	121	\$20,505	249	\$42,269
Asphalt Overlay	TON	\$ 170.00	-	-		\$0	229	\$38,998
Median Pavement	SY	\$ 155.00	-	-	122	\$18,944	1,044	\$161,889
Curb & Gutter	LF	\$ 60.00	-	-	210	\$12,600	0	\$0
Sidewalk	SY	\$ 120.00	-	-	206	\$24,667	156	\$18,667
Traffic Signal Equipment (per leg)	EA	\$ 125,000.00	-	-	3	\$375,000		\$0
Erosion Control (6%)	LS	\$ -	-	-	1	\$27,406	1	\$18,195
Traffic Control (5%)	LS	\$ -	-	-	1	\$22,838	1	\$15,163
Mobilization & Survey (13%)	LS	\$ -	-	-	1	\$59,380	1	\$39,423
Subtotal Major Items				\$0		\$566,393		\$376,032
Minor Items (30%)				\$0		\$169,918		\$112,810
Contingency (50%)				\$0		\$283,196		\$188,016
Estimated Construction Cost (2024)				\$0		\$1,019,507		\$676,858
Design Engineering (12%)				\$0		\$123,000		\$82,000
Cost with Annual Escalation (5% per year)								
2025				\$0		\$1,070,482		\$710,701
2026				\$0		\$1,124,006		\$746,236
2027				\$0		\$1,180,207		\$783,548
2028				\$0		\$1,239,217		\$822,726
2029				\$0		\$1,301,178		\$863,862
2030				\$0		\$1,366,237		\$907,055

Notes:

Estimates shown above do not include cost associated with extending the pathway along High School Road, as this is included in the pathway extension estimate.

Teton County Northern South Park Alternatives - Conceptual Opinion of Costs Boyles Hill Dr/South Park Loop Rd/Tribal Trail Intersection								
Item	Unit	Unit Cost	Stop		Signal		Roundabout	
			Qty	Cost	Qty	Cost	Qty	Cost
Milling Asphalt Pavement	SY	\$ 18.00	-	-	-	-	2,389	\$43,000
Aggregate Base Course	CY	\$ 80.00	-	-	-	-	61	\$4,889
New Asphalt Pavement	TON	\$ 170.00	-	-	-	-	117	\$19,814
Asphalt Overlay	TON	\$ 170.00	-	-	-	-	318	\$54,094
Median Pavement	SY	\$ 155.00	-	-	-	-	778	\$120,556
Curb & Gutter	LF	\$ 60.00	-	-	-	-	0	\$0
Sidewalk	SY	\$ 120.00	-	-	-	-	139	\$16,667
Traffic Signal Equipment (per leg)	EA	\$ 125,000.00	-	-	-	-		
Erosion Control (6%)	LS	\$ -	-	-	-	-	1	\$15,541
Traffic Control (5%)	LS	\$ -	-	-	-	-	1	\$12,951
Mobilization & Survey (13%)	LS	\$ -	-	-	-	-	1	\$33,672
Subtotal Major Items				\$0		\$0		\$321,183
Minor Items (30%)				\$0		\$0		\$96,355
Contingency (50%)				\$0		\$0		\$160,592
Estimated Construction Cost (2024)				\$0		\$0		\$578,130
Design Engineering (12%)				\$0		\$0		\$70,000
Cost with Annual Escalation (5% per year)								
2025				\$0		\$0		\$607,036
2026				\$0		\$0		\$637,388
2027				\$0		\$0		\$669,257
2028				\$0		\$0		\$702,720
2029				\$0		\$0		\$737,856
2030				\$0		\$0		\$774,749

Notes:

Assumes a single lane roundabout at the intersection of Boyles Hill Drive/South Park Loop Road/Tribal Trail.

Teton County Northern South Park Alternatives - Conceptual Opinion of Costs Blair Drive and Middle School Road Intersection								
Item	Unit	Unit Cost	Stop		Signal		Roundabout	
			Qty	Cost	Qty	Cost	Qty	Cost
Milling Asphalt Pavement	SY	\$ 18.00	-	-	-	-	1,167	\$21,000
Aggregate Base Course	CY	\$ 80.00	-	-	-	-	55	\$4,400
New Asphalt Pavement	TON	\$ 170.00	-	-	-	-	105	\$17,864
Asphalt Overlay	TON	\$ 170.00	-	-	-	-	155	\$26,418
Median Pavement	SY	\$ 155.00	-	-	-	-	367	\$56,833
Curb & Gutter	LF	\$ 60.00	-	-	-	-	0	\$0
Sidewalk	SY	\$ 120.00	-	-	-	-	263	\$31,600
Traffic Signal Equipment (per leg)	EA	\$ 125,000.00	-	-	-	-		\$0
Erosion Control (6%)	LS	\$ -	-	-	-	-	1	\$9,487
Traffic Control (5%)	LS	\$ -	-	-	-	-	1	\$7,906
Mobilization & Survey (13%)	LS	\$ -	-	-	-	-	1	\$20,555
Subtotal Major Items				\$0		\$0		\$196,063
Minor Items (30%)				\$0		\$0		\$58,819
Contingency (50%)				\$0		\$0		\$98,031
Estimated Construction Cost (2024)				\$0		\$0		\$352,913
Design Engineering (12%)				\$0		\$0		\$43,000
Cost with Annual Escalation (5% per year)								
2025				\$0		\$0		\$370,558
2026				\$0		\$0		\$389,086
2027				\$0		\$0		\$408,540
2028				\$0		\$0		\$428,967
2029				\$0		\$0		\$450,416
2030				\$0		\$0		\$472,937

Notes:

Assumes a single lane roundabout at the intersection of Blair Drive and Middle School Road.

Teton County Northern South Park Alternatives - Conceptual Opinion of Costs E/W Connector from South Park Loop Road to WY 26/89								
Item	Unit	Unit Cost	Stop		Signal		Roundabout	
			Qty	Cost	Qty	Cost	Qty	Cost
Milling Asphalt Pavement	SY	\$ 18.00		\$0		\$0		\$0
Aggregate Base Course	CY	\$ 80.00	3,764	\$301,156	3,764	\$301,156	3,866	\$309,304
New Asphalt Pavement	TON	\$ 170.00	7,179	\$1,220,512	7,179	\$1,220,512	7,374	\$1,253,597
Asphalt Overlay	TON	\$ 170.00		\$0		\$0		\$0
Median Pavement	SY	\$ 155.00		\$0		\$0	667	\$103,333
Curb & Gutter	LF	\$ 60.00	11,200	\$672,000	11,200	\$672,000	11,200	\$672,000
Sidewalk	SY	\$ 120.00	6,222	\$746,667	6,222	\$746,667	6,222	\$746,667
Traffic Signal Equipment (per leg)	EA	\$ 125,000.00		\$0	6	\$750,000		\$0
Erosion Control (6%)	LS	\$ -	1	\$176,420	1	\$221,420	1	\$185,094
Traffic Control (5%)	LS	\$ -	1	\$147,017	1	\$184,517	1	\$154,245
Mobilization & Survey (13%)	LS	\$ -	1	\$382,243	1	\$479,743	1	\$401,037
Subtotal Major Items				\$3,646,014		\$4,576,014		\$3,825,277
Minor Items (30%):				\$1,093,804		\$1,372,804		\$1,147,583
Contingency (50%):				\$1,823,007		\$2,288,007		\$1,912,638
Estimated cost of ROW acquisition:				\$40,000		\$40,000		\$40,000
Estimated Construction Cost (2024)				\$6,602,825		\$8,276,825		\$6,925,498
Design Engineering (12%)				\$793,000		\$994,000		\$832,000
Cost with Annual Escalation (5% per year)								
2025				\$6,932,966		\$8,690,666		\$7,271,773
2026				\$7,279,615		\$9,125,200		\$7,635,362
2027				\$7,643,595		\$9,581,460		\$8,017,130
2028				\$8,025,775		\$10,060,533		\$8,417,987
2029				\$8,427,064		\$10,563,559		\$8,838,886
2030				\$8,848,417		\$11,091,737		\$9,280,830

Notes:

The Stop estimate assumes that all intersections along the E/W Connector are stop-controlled.

The Signal estimate assumes that the intersections along the E/W Connector at South Park Loop Road and WY 26/89 are signal-controlled, while the intersection at the E/W Connector and Gregory Lane is stop-controlled

The roundabout estimate assumes that the intersections along the E/W Connector at South Park Loop Road and Gregory Lane are configured as single lane roundabouts, while the intersection at the E/W Connector and WY 26/89 is stop-controlled.

Teton County Northern South Park Alternatives - Conceptual Opinion of Costs Gregory Lane Extension from High School Road to E/W Connector								
Item	Unit	Unit Cost	Stop		Signal		Roundabout	
			Qty	Cost	Qty	Cost	Qty	Cost
Milling Asphalt Pavement	SY	\$ 18.00		\$0		\$0		\$0
Aggregate Base Course	CY	\$ 80.00	642	\$51,363	642	\$51,363	642	\$51,363
New Asphalt Pavement	TON	\$ 170.00	1,224	\$208,136	1,224	\$208,136	1,224	\$208,136
Asphalt Overlay	TON	\$ 170.00		\$0		\$0		\$0
Median Pavement	SY	\$ 155.00		\$0		\$0		\$0
Curb & Gutter	LF	\$ 60.00	1,910	\$114,600	1,910	\$114,600	1,910	\$114,600
Sidewalk	SY	\$ 120.00	1,061	\$127,333	1,061	\$127,333	1,061	\$127,333
Traffic Signal Equipment (per leg)	EA	\$ 125,000.00		\$0		\$0		\$0
Erosion Control (6%)	LS	\$ -	1	\$30,086	1	\$30,086	1	\$30,086
Traffic Control (5%)	LS	\$ -	1	\$25,072	1	\$25,072	1	\$25,072
Mobilization & Survey (13%)	LS	\$ -	1	\$65,186	1	\$65,186	1	\$65,186
Subtotal Major Items				\$621,776		\$621,776		\$621,776
Minor Items (30%)				\$186,533		\$186,533		\$186,533
Contingency (50%)				\$310,888		\$310,888		\$310,888
Estimated Construction Cost (2024)				\$1,119,197		\$1,119,197		\$1,119,197
Design Engineering (12%)				\$135,000		\$135,000		\$135,000
Cost with Annual Escalation (5% per year)								
2025				\$1,175,157		\$1,175,157		\$1,175,157
2026				\$1,233,915		\$1,233,915		\$1,233,915
2027				\$1,295,611		\$1,295,611		\$1,295,611
2028				\$1,360,391		\$1,360,391		\$1,360,391
2029				\$1,428,411		\$1,428,411		\$1,428,411
2030				\$1,499,831		\$1,499,831		\$1,499,831

Notes:

Estimates shown above do not include any costs associated with the reconstruction of the intersection at Gregory Lane and High School Road, as this is included in the High School Road corridor estimates.

Estimates shown above do not include any costs associated with the construction of the intersection at Gregory Lane and the future E/W Connector, as this is included in the E/W Connector estimate.

Teton County Northern South Park Alternatives - Conceptual Opinion of Costs High School Road Pathway Extension from South Park Loop Road to Middle School Road								
Item	Unit	Unit Cost	Stop		Signal		Roundabout	
			Qty	Cost	Qty	Cost	Qty	Cost
Milling Asphalt Pavement	SY	\$ 18.00		\$0		\$0		\$0
Aggregate Base Course	CY	\$ 80.00		\$0		\$0		\$0
New Asphalt Pavement	TON	\$ 170.00		\$0		\$0		\$0
Asphalt Overlay	TON	\$ 170.00		\$0		\$0		\$0
Median Pavement	SY	\$ 155.00		\$0		\$0		\$0
Curb & Gutter	LF	\$ 60.00		\$0		\$0		\$0
Sidewalk	SY	\$ 120.00	5,778	\$693,333	5,778	\$693,333	2,889	\$346,667
Traffic Signal Equipment (per leg)	EA	\$ 125,000.00		\$0		\$0		\$0
Erosion Control (6%)	LS	\$ -	1	\$41,600	1	\$41,600	1	\$20,800
Traffic Control (5%)	LS	\$ -	1	\$34,667	1	\$34,667	1	\$17,333
Mobilization & Survey (13%)	LS	\$ -	1	\$90,133	1	\$90,133	1	\$45,067
Subtotal Major Items				\$859,733		\$859,733		\$429,867
Minor Items (30%)				\$257,920		\$257,920		\$128,960
Contingency (50%)				\$429,867		\$429,867		\$214,933
Estimated Construction Cost (2024)				\$1,547,520		\$1,547,520		\$773,760
Design Engineering (12%)				\$186,000		\$186,000		\$93,000
Cost with Annual Escalation (5% per year)								
2025				\$1,624,896		\$1,624,896		\$812,448
2026				\$1,706,141		\$1,706,141		\$853,070
2027				\$1,791,448		\$1,791,448		\$895,724
2028				\$1,881,020		\$1,881,020		\$940,510
2029				\$1,975,071		\$1,975,071		\$987,536
2030				\$2,073,825		\$2,073,825		\$1,036,912

Notes:

Stop and Signal estimates shown above assume a pathway is provided along both the north and south sides of High School Road, between South Park Loop Road and Middle School Road.

Roundabout estimate shown above assumes a pathway is provided along only the north side of High School Road, between South Park Loop Road and Middle School Road. The existing bike lanes provided along the north and south sides of High School Road are assumed to remain in place.