

Regular Town Council Meeting

August 19, 2024

6:00 PM

Town Council Chambers

Chair: Hailey Morton Levinson

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/81210129983?pwd=gRWWXgFfUmXOTVBsIXGg6NvIU3Ildx.1>

Or join at zoom.com with Webinar ID: **812 1012 9983** and Password: **83001** or by phone: **+1 253 215 8782**

II. OPENING

- A. Call to Order and Roll Call
- B. Pledge of Allegiance
- C. Land Acknowledgement
- D. Announcements/Proclamations
 - 1. Women's Equality Day
 - 2. Introduction of Brandy Hayes, Victim Services Advocate

III. PUBLIC COMMENT

This section is reserved for public comment about items not included in this agenda. Public comment is limited to 3 minutes. As a general practice, Council does not discuss, debate, or act on issues raised under public comment. Council may or may not discuss an issue raised under Public Comment later in the meeting during Matters from Mayor and Council at their discretion. If you would like to communicate with Council during the meeting about an item on the agenda, please wait until public comment has been called for that item. Public comment may also be submitted to Council at any time by emailing electedofficials@jacksonwy.gov.

IV. CONSENT CALENDAR

All matters listed in this section are considered to be of routine nature by the governing body and will be enacted in one motion, unless it is removed from the consent calendar and considered separately by Council. Public comment may be given on any item.

- A. Meeting Minutes
 - 1. August 5, 2024 Regular Town Council Meeting
- B. Disbursements
- C. July Municipal Court Report

V. PUBLIC HEARINGS, DISCUSSION AND/OR POSSIBLE ACTION ITEMS

- A. Administration & Public Works
 - 1. West Jackson Subarea Transportation Study (Charlotte Frei)
- B. Finance
 - 1. Fee Schedule Public Hearing (Lea Colasuonno)

VI. RESOLUTIONS

- A. Resolution 24-17: Grant to Rehabilitate Taxiway A and Construct Deicing Pad Access Taxiway (Riley Taylor)

VII. ORDINANCES

- A. Ordinances A-F: Ordinances Regarding Flood Damage Prevention, Municipal Capital Construction Projects, Contractor Licensing, Building Demolition, Enforcement of Title 15, and Licensing Construction Contractors (Second Reading, Lea Colasuonno)
 - 1. Ordinance A: An Ordinance Regarding Flood Prevention Damage
 - 2. Ordinance B: An Ordinance Regarding Municipal Capital Construction Projects
 - 3. Ordinance C: An Ordinance Regarding Contractor Licensing
 - 4. Ordinance D: An Ordinance Regarding Building Demolition
 - 5. Ordinance E: An Ordinance Regarding Enforcement of Title 15
 - 6. Ordinance F: An Ordinance Regarding Licensing Construction Contractors
- B. Ordinances G-I: Ordinances Regarding Civil Parking Authority, Community Service Unit, and Parking Regulations (Second Reading, Lea Colasuonno)
 - 1. Ordinance G: An Ordinance Regarding Civil Parking Authority
 - 2. Ordinance H: An Ordinance Regarding Community Service Unit
 - 3. Ordinance I: An Ordinance Regarding Parking Regulations
- C. Ordinances J-L: Ordinances Amending the LDRs Regarding the Community Development Director, Noise, and Findings of Consistency (Second Reading, Katelyn Page)
 - 1. Ordinance J: An Ordinance Amending the LDRs Regarding the Community Development Director (P24-042)
 - 2. Ordinance K: An Ordinance Amending the LDRs Regarding Noise (P24-043)
 - 3. Ordinance L: An Ordinance Amending the LDRs Regarding Findings of Consistency (P24-044)
- D. Ordinance M: An Ordinance Extending the Temporary Moratorium (PM24-004) (Paul Anthony)

VIII. MATTERS FROM MAYOR AND COUNCIL

IX. MATTERS FROM THE TOWN MANAGER

- A. Town Manager's Report

X. ADJOURN

Pledge of Allegiance

I pledge allegiance to the flag of the United States of America, and to the Republic for which it stands,
one Nation under God, indivisible, with liberty and justice for all.

Land Acknowledgement

We recognize that the land we are gathering on is the ancestral homeland of the Mountain Shoshone People who stewarded it for thousands of years and that many other tribes also lived upon and cared for this area including the Bannock, Blackfoot, Crow, Eastern Shoshone, Gros Ventre, Nez Perce, Northern Arapaho tribes, and others. With gratitude, we honor Indigenous Peoples, past and present. We also acknowledge the sovereignty of the Native nations closest to Jackson whose land was taken through broken treaties that resulted in the creation of the Wind River and Fort Hall Indian Reservations. We recognize this acknowledgement is simply a first step. The Town of Jackson is committed to continued and informed action to connect with indigenous people.

WOMEN'S EQUALITY DAY PROCLAMATION

WHEREAS, women in the United States have continuously worked to gain full rights and privileges –public or private, legal or institutional– as citizens of the United States, and

WHEREAS, women in every state and every cultural and religious group worked to secure women's right to vote, and

WHEREAS, early suffragists in Wyoming including Theresa Jenkins, Esther Hobart Morris, and Amalia Post helped secure women's right to vote here, and

WHEREAS, Wyoming became the first US territory to grant women the right to vote on December 10, 1869, and

WHEREAS, the bill, titled "An Act to Grant to the Women of Wyoming Territory the Right of Suffrage, and to Hold Office," provided women the same rights as men under election laws, and

WHEREAS, women in Wyoming voted for the first time in 1870, and Louisa Swain became the first woman to legally vote in the United States, and

WHEREAS, in 1890 Wyoming became the 44th state admitted to the Union and the first state to allow women the right to vote, and

WHEREAS, white women realized their right to vote across the country in 1920, and

WHEREAS, Black, Native, and other women of color were not guaranteed the right to vote until 1965 when the Voting Rights Act passed, and

WHEREAS, in 1971 Congress designated August 26, the date the Nineteenth Amendment was certified, as Women's Equality Day, and

WHEREAS, recognizing Women's Equality Day throughout the country emphasizes the importance of women's work for democracy,

NOW, THEREFORE, BE IT RESOLVED that the Town of Jackson will commemorate Women's Equality Day, August 26th, as a day to celebrate the importance of the women's suffrage movement and continued work to secure and expand equal rights today.

Town of Jackson

By: _____
Mayor Hailey Morton Levinson

ATTEST: _____
Riley Taylor, Town Clerk

Brandy Hayes – Victim Services Advocate

Brandy will be working as a Victim Advocate and is excited to continue her career in Wyoming. Brandy moved to Jackson from Oregon this summer, where she was working in mental health. In her spare time, Brandy enjoys being with her two toddlers, husband, and “foster” dog that has yet to be adopted (after over a year of fostering).

TOWN COUNCIL PROCEEDINGS - UNAPPROVED

AUGUST 5, 2024

JACKSON, WYOMING

The Jackson Town Council met in regular session in the Town Hall Council Chambers located at 150 East Pearl in Jackson, at 6:00 P.M. 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.
Via Zoom: Jessica Sell Chambers.

STAFF: Tyler Sinclair, Roxanne Robinson, Lea Colasuonno, Floren Poliseo, Michelle Weber, Paul Anthony, Tanya Anderson, Susan Scarlata, and Riley Taylor.

The Pledge of Allegiance was led by Mayor Morton Levinson. The Land Acknowledgement was read by Mayor Morton Levinson.

Public Comment. Kathryn Dawson made public comment.

Consent Calendar. A motion was made by Arne Jorgensen and seconded by Jonathan Schechter to approve the consent calendar including items A-E as presented with the following motions:

- A. **Meeting Minutes.** To approve meeting minutes from the July 15, 2024 Regular Town Council Workshop and July 15, 2024 Regular Town Council Meeting.
- B. **Disbursements.** To approve the disbursements as presented. ACE HARDWARE \$3,993.08; AMAZON \$1,273.13; AMERICAN TOWER CORPORATION \$8,880.00; AMERIWEST WATER SERVICES \$19,159.83; APPLE INC \$2,148.00; AVAIL VALLEY CONTRUCTION-IDAHO, LLC \$340,081.00; BECKER ARENA PRODUCTS INC \$128,772.30; BIG R RANCH & HOME \$99.98; BISON LUMBER \$46.84; BLUE SPRUCE CLEANERS,INC \$259.31; BLUE360 MEDIA, LLC \$742.56; BRIGGS, ERIC L \$290.00; CARQUEST AUTO PARTS INC. \$17.06; CASPER COLLEGE \$369.00; CENTURYLINK \$2,085.80; CHAPA STRIPES OF IDAHO \$15,350.00; CHARLIE'S PLUMBING OF JH \$837.00; CITY OF DRIGGS \$1,749.60; CLIMB WYOMING \$1,531.25; CNA SURETY \$1,047.50; CONRAD & BISCHOFF INC. \$31,112.63; CONTROL SYSTEM TECHNOLOGY, INC. \$7,517.50; CORE & MAIN LP \$73,131.94; CREATIVE ENERGIES, LLC \$2,175.00; DARKTRACE HOLDINGS LIMITED \$34,074.00; DAWSON INFRASTRUCTURE SOLUTIONS \$495.00; DEAN'S PEST CONTROL LLC \$880.00; DEX IMAGING \$98.50; DICK ANDERSON CONSTRUCTION \$7,543.55; DIVISION OF CHILD SUPPORT ENFORCEMENT \$1,018.46; DLT SOLUTIONS, INC. \$8,393.74; DYNAMIC CONTROLS, LLC \$149,947.00; E.R. OFFICE EXPRESS \$568.37; EKOS, INC \$80.00; ELAN ONE CARD \$13,622.99; ENERGY LABORATORIES INC. \$1,263.00; EQUALITY STATE STRATEGIES \$2,500.00; EVOLUTION CONCRETE CUTTING \$2,130.00; EXPOSURE SIGNS INC \$327.50; FALL RIVER RURAL ELECTIC \$57.08; FEUZ EXCAVATION & TRUCKING LLC \$7,243.25; FLAT CREEK \$9,000.00; FREEDOM MAILING SERVICE INC. \$1,809.92; FRONTIER PRECISION, INC \$3,285.00; GARCIA, ISRAEL \$120.00; GARDEN CAPITAL \$39,379.06; GEDDES, GLENN \$51.69; GFOA \$170.00; GILLIG LLC \$428.61; HARMONY DESIGN, INC \$2,248.00; HARRISON HOSPITALITY PROPERTIES \$363,215.00; HIGH COUNTRY LINEN \$50.63; HIGH COUNTRY LINEN \$2,722.47; HUNT CONSTRUCTION INC \$2,045.00; IDAHO CHILD SUPPORT RECEIPTING \$1,128.40; IDAHO TRAFFIC SAFETY, INC. \$27,200.00; INTERACTION ASSOCIATES INC \$23,612.06; INTERNAL REVENUE SERVICE \$891.94; INTERSTATE BATTERY \$633.75; JACKSON CURBSIDE INC. \$2,340.00; JACKSON DOWNTOWNER, LLC \$110,330.55; JACKSON GROUP LOCKBOX \$494.59; JACKSON HOLE NEWS & GUIDE \$5,103.90; JACKSON LUMBER INC \$229.14; JAMF SOFTWARE, LLC \$4,333.80; JH20 WATER CONDITIONING & FILTRATION \$160.00; JORGENSEN ASSOCIATES, PC \$4,580.50; KEN GARFF FORD CHEYENNE \$601,414.00; LEPCO \$228.80; LOPEZ, CHRYSTAL \$100.00; MACY'S SERVICES \$144.00; MALLORY SAFETY & SUPPLY \$2,430.00; MAPCHHAN, DHIRAN \$1,958.77; MATEOSKY CONSTRUCTION \$3,000.00; MATTERHACKERS \$3,234.00; MATTHEW BENDER & CO., INC. \$138.61; MIDCO DIVING & MARINE SERVICES, INC \$14,462.00; MOBILITY FOREFRONT LLC \$140,000.00; MOUNTAIN MODERN JH \$2,003.00; MSC INDUSTRIAL SUPPLY CO \$500.85; MURDOCH MEMORIALS \$1,000.00; NAPA AUTO PARTS INC. \$1,297.43; NELSON ENGINEERING \$3,339.00; ONE CALL OF WYOMING \$423.75; ONTKO, BRYAN \$59.00; OTIS ELEVATOR COMPANY \$6,825.00; PACIFIC CREEK HOLDINGS LLC \$5,000.00; PEAK WATER SERVICES, LLC \$9,000.00; PHOENIX CARS LLC \$1,256.83; PLATT \$11.16; PREMIER TRUCK- SALT LAKE CITY \$309.76; RAFTER J IMPROV/SERV DIST \$146.43; RAMANATHAN, BRINDA \$2,500.00; RIMU CONSTRUCTION \$1,187.58; RIPLEYS VACUUM CENTER, INC \$1,421.00; RON'S TOWING LLC \$375.00; ROTARY CLUB OF JACKSON HOLE \$275.00; RUSH INTERNATIONAL TRUCK CENTER \$1,760.57; S4 FLATS LLC \$32,312.23; SEASONS HANDYWORKS AND

PROPERTY SERVICES \$710.00; SENECA COMPANIES, INC \$2,825.18; SERENITY INC. \$100,000.00; SERVPRO OF JACKSON HOLE \$3,822.53; SETCOM CORPORATION \$2,324.21; SHERWIN-WILLIAMS CO. \$1,800.00; SHORELINE CONSULTING \$6,250.00; SIGN IT NOW INC \$192.50; SILVER CREEK SUPPLY \$17.27; SMITH PSYCHOLOGICAL SERVICES \$400.00; SOSA'S JANITORIAL SERVICE \$9,000.00; SPECTRUM \$99.99; SPRING CREEK ANIMAL HOSPITAL \$362.45; ST JOHN'S HOSPITAL \$65.00; STINKY PRINTS, INC \$120.80; SUAREZ, GABRIEL \$250.00; SUNRISE ENVIRONMENTAL \$712.18; SUSTAINABLE STRATEGIES DC, LLC \$7,500.00; TEAM LABORATORY CHEMICAL CORP \$2,061.00; TETON COUNTY \$24,010.32; TETON COUNTY ALTERNATIVE TO INCARCERATIO \$6,584.50; TETON COUNTY FAIR \$80,000.00; TETON COUNTY INTEGRATED SOLID WASTE/RECY \$451.45; TETON COUNTY PUBLIC WORKS \$57,146.17; TETON COUNTY SHERIFF-DISPATCH \$85,323.68; TETON COUNTY SHERIFF'S-JAIL \$576.00; TETON MOTORS INC -\$338.82; TETON VIEW LANDSCAPE CONTRACTORS \$4,000.00; TETON YOUTH & FAMILY SERVICES \$204,452.00; THE AFTERMARKET PARTS COMPANY, LLC \$458.19; THOMSON WEST \$930.14; TMSC LLC \$18,366.34; TODAY CASH \$340.56; TOP TIER TOOLS LLC \$663.45; TRAFFIC SAFETY STORE \$15,096.05; ULINE \$3,076.53; USA BLUE BOOK \$253.90; VERIZON WIRELESS \$9,851.32; VISA \$27,898.42; W.A.R.M. PROPERTY INSURANCE \$19,848.06; WAM \$13,362.17; WATKINS, MARK \$72.05; WEST COAST CODE CONSULTANTS \$2,975.00; WESTBANK SANITATION \$1,132.12; WESTERN STATE \$350,450.20; WHITE GLOVE CLEANING, INC. \$2,627.91; WORT HOTEL \$10,000.00; WYOMING CONF OF BLDG OFFICIALS \$100.00.

- C. **Teton County Search and Rescue Sewer and Water Connection and Use Agreements (E24-00031 & E24-0032).** To: 1. approve the Water Connection Agreement between the Town and Teton County, subject to final approval by the Town Engineer and Town Attorney; and 2. approve the Wastewater Connection and Use Agreement between the Town and Teton County, subject to final approval by the Town Engineer and Town Attorney.
- D. **Memorandum of Understanding with Travel and Tourism Board for Mountain Towns 2030.** To approve the Memorandum of Understanding with the Jackson Hole Travel and Tourism Board for up to \$150,000 in funding to host the Mountain Towns 2030 Climate Solutions Summit.
- E. **Corrective Access Easement Approval for 155 Center Street (E24-0134).** To approve the Corrective Easement for Public Access and Sidewalk with SUGA Properties of 155 Center Street, subject to any minor staff modifications.

There was no public comment on the consent calendar. Mayor Morton Levinson called for the vote. The vote showed all in favor. The motion carried.

Sagebrush Estoppel Certificate and Termination Notice. Lea Colasuonno made staff comment. Council held discussion with staff. A motion was made by Jonathan Schechter and seconded by Jim Rooks to authorize the Mayor to execute the Estoppel Certificate and Termination Notice. Mayor Morton Levinson called for the vote. The vote showed all in favor. The motion carried.

Parking Ticket Procedure: Updating Procedure and Process. Lea Colasuonno made staff comment. Council held discussion with staff. There was no public comment. No motion was made.

Temporary Emergency Building Moratorium (PM24-004). Paul Anthony and Tyler Sinclair made staff comment. Council held discussion with staff.

Council recessed at 6:59 p.m. and reconvened at 7:06 p.m.

Paul Anthony and Tyler Sinclair made staff comment. Council held discussion with staff. Council did not take public comment. A motion was made by Jonathan Schechter and seconded by Jim Rooks to move the Temporary Emergency Building Moratorium item forward to August 19th as discussed tonight. Mayor Morton Levinson called for the vote. The vote showed all in favor. The motion carried.

Jessica Sell Chambers left the meeting at 8:33pm.

Ordinances. A motion was made by Jonathan Schechter 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 A. An Ordinance Regarding Flood Damage Prevention

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF TOWN OF JACKSON ORDINANCE NOS.392, 970, AND 1091; SECTION 2 OF JACKSON ORDINANCE NO. 830; AND SECTIONS 15.30.020, 15.30.040, 15.30.060, 15.30.110, 15.30.120, 15.30.130, 15.30.140, AND 15.30.160 OF THE TOWN OF JACKSON MUNICIPAL CODE REGARDING FLOOD DAMAGE PREVENTION AND PROVIDING FOR AN EFFECTIVE DATE.

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

Ordinance B. An Ordinance Regarding Capital Construction Projects.

AN ORDINANCE REPEALING SECTION 1 OF TOWN OF JACKSON ORDINANCE NO. 627; AND SECTIONS 15.32.010 THROUGH 15.32.050 OF THE TOWN OF JACKSON MUNICIPAL CODE REGARDING MUNICIPAL CAPITAL CONSTRUCTION PROJECTS AND PROVIDING FOR AN EFFECTIVE DATE.

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

Ordinance C. An Ordinance Regarding Contractor Licensing.

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF TOWN OF JACKSON ORDINANCE NOS. 701, 1089, 1090, AND 1142; AND SECTION 8 OF JACKSON ORDINANCE NO. 1280; AND CHAPTER 15.36 OF THE TOWN OF JACKSON MUNICIPAL CODE REGARDING CONTRACTOR LICENSING AND PROVIDING FOR AN EFFECTIVE DATE.

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

Ordinance D. An Ordinance Regarding Building Demolition.

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF TOWN OF JACKSON ORDINANCE NOS. 888 AND 1279; SECTION 8 OF TOWN OF JACKSON ORDINANCE NO. 1280; AND CHAPTER 15.38 OF THE TOWN OF JACKSON MUNICIPAL CODE REGARDING BUILDING DEMOLITION AND PROVIDING FOR AN EFFECTIVE DATE.

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

Ordinance E. An Ordinance Regarding Enforcement of Title 15.

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF TOWN OF JACKSON ORDINANCE NO. 843; AND SECTION 15.50.010 OF THE TOWN OF JACKSON MUNICIPAL CODE REGARDING ENFORCEMENT OF TITLE 15 AND PROVIDING FOR AN EFFECTIVE DATE.

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

Ordinance F. An Ordinance Regarding Licensing Construction Contractors.

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF ORDINANCE NO. 1281; AND CHAPTER 5.04.022 OF THE MUNICIPAL CODE OF THE TOWN OF JACKSON REGARDING LICENSING CONSTRUCTION CONTRACTORS AND PROVIDING FOR AN EFFECTIVE DATE.

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

Lea Colasuonno made staff comment. Council held discussion with staff. Jesse Rauch made public comment. A motion was made by Arne Jorgensen and seconded by Jonathan Schechter to approve Ordinances A, B, C, D, E, and F at first reading. Mayor Morton Levinson called for the vote. The vote showed 3-1 with Mayor Morton Levinson, Arne Jorgensen, and Jonathan Schechter in favor and Jim Rooks opposed. The motion carried.

Ordinance G. An Ordinance Regarding Civil Parking Authority.

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF TOWN OF JACKSON ORDINANCE NOS. 1287, 1181, 1180, 1054, 870, 798, 527, 526, 300, 179, AND 18; SECTION 2 OF JACKSON ORDINANCE

NOS. 871 AND 18; AND SECTION 34 OF JACKSON ORDINANCE NO. 162; AND SECTIONS 1.16.010, 1.16.020, 1.18.010 AND 1.18.080 OF THE TOWN OF JACKSON MUNICIPAL CODE REGARDING CIVIL PARKING AUTHORITY AND PROVIDING FOR AN EFFECTIVE DATE.

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

Ordinance H. An Ordinance Regarding Community Service Unit.

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF TOWN OF JACKSON ORDINANCE NOS. 1337, 1186, AND 842; AND SECTION 2.23.051 OF THE TOWN OF JACKSON MUNICIPAL CODE REGARDING COMMUNITY SERVICE UNIT AND PROVIDING FOR AN EFFECTIVE DATE.

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

Ordinance I. An Ordinance Regarding Parking Regulations.

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF TOWN OF JACKSON ORDINANCE NOS. 1311, 1194, 661, 610, 214, 161, AND 131; AND SECTIONs 10.04.205, 10.04.210, 10.04.285, 10.04.117, AND 10.04.227; AND ADDING CHAPTER 10.05 OF THE TOWN OF JACKSON MUNICIPAL CODE REGARDING PARKING REGUALTIONS AND PROVIDING FOR AN EFFECTIVE DATE.

NOW, THEREFORE, 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 Jonathan Schechter and seconded by Jim Rooks to approve Ordinances G, H, and I on first reading. Mayor Morton Levinson called for the vote. The vote showed all in favor. The motion carried.

Ordinance J. An Ordinance Amending the LDRs Regarding the Community Development Director (P24-042).

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF TOWN OF JACKSON ORDINANCE NOS. 1196, 1257, AND 1258; SECTION 2 OF TOWN OF JACKSON ORDINANCE NOS. 1074 (PART) AND 1165; SECTION 3 OF TOWN OF JACKSON ORDINANCE NO. 1161; SECTIONS 10, 11, 15, AND 16 OF TOWN OF JACKSON ORDINANCE NO. 1165; AND SECTIONS 4.3.1, 8.2.4, 8.6.3, 8.7.4, 8.9.2, 8.9.4, 8.10.1, 8.10.2, AND 8.10.3 OF THE TOWN OF JACKSON LAND DEVELOPMENT REGULATIONS REGARDING THE COMMUNITY DEVELOPMENT DIRECTOR.

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

Ordinance K. An Ordinance Amending the LDRs Regarding Noise (P24-043).

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF TOWN OF JACKSON ORDINANCE NOS. 1094, 1110, 1136, 1149, 1152, 1159, 1160, 1161, 1170, 1196, 1197, 1198, 1210 THROUGH 1222, 1273, 1278, 1299, 1313, 1314, 1316, 1324, 1338, AND 1343; SECTION 2 OF TOWN OF JACKSON ORDINANCE NOS. 1074 (PART), 1122, 1139, AND 1161; SECTIONS 3 THROUGH 13 OF TOWN OF JACKSON ORDINANCE NO. 1348; SECTION 4 OF TOWN OF JACKSON ORDINANCE NO. 1125; SECTION 8 OF TOWN OF JACKSON ORDINANCE NO. 1163; SECTION 11 OF TOWN OF JACKSON ORDINANCE NOS. 1111 AND 1159; SECTION 14 OF TOWN OF JACKSON ORDINANCE NO. 1111; SECTION 18 THROUGH 20 OF TOWN OF JACKSON ORDINANCE NO. 1111; AND SECTIONS 2.2.2 THROUGH 2.2.17, 2.3.10, 2.3.13, 3.3.1, 4.2.1, 4.2.2, 6.1.10, AND 6.4.3 OF THE TOWN OF JACKSON LAND DEVELOPMENT REGULATIONS REGARDING NOISE.

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

Ordinance L. An Ordinance Amending the LDRs Regarding Findings of Consistency (P24-044).

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF TOWN OF JACKSON ORDINANCE NOS. 1196, 1257, 1258, AND 1273; SECTION 2 OF TOWN OF JACKSON ORDINANCE NO. 1074 (PART); SECTION 3 OF TOWN OF JACKSON ORDINANCE NO. 1161; AND SECTIONS 4.3.1, 8.3.2, 8.3.3, 8.4.3, 8.5.3, 8.7.2, 8.7.3, AND 8.8.2 OF THE TOWN OF JACKSON LAND DEVELOPMENT REGULATIONS

REGARDING FINDINGS OF CONSISTENCY WITH THE PURPOSES AND ORGANIZATION OF THE TOWN OF JACKSON LAND DEVELOPMENT REGULATIONS.

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

There was no staff comment. There was no public comment. A motion was made by Jonathan Schechter and seconded by Jim Rooks to approve Ordinances J through L on first reading. Mayor Morton Levinson called for the vote. The vote showed all in favor. The motion carried.

Planning Commission/Board of Adjustment (PC/BOA) Reappointment. Mayor Morton Levinson nominated Thomas Smits to the Planning Commission/Board of Adjustment for a three-year term, expiring July 31, 2027. A motion was made by Jim Rooks and seconded by Arne Jorgensen to consent to the reappointment of Thomas Smits to the Planning Commission/Board of Adjustment for a three-year term, expiring July 31, 2027. Mayor Morton Levinson reappointed Thomas Smits to the Planning Commission/Board of Adjustment for a three-year term, expiring July 31, 2027.

Matters from Mayor and Council. Council discussed Pathways safety and the 50-year fairgrounds lease extension previously proposed to Teton County.

Town Manager’s Report. Tyler Sinclair added an item to the report regarding the vacancy of the Alternate Municipal Judge position, and that application and interview process. The Town Manager’s report contained updates on Snow King Resort Master Association’s (SHRMA) Annual Report, Memorandum of Agreement with the Teton Conservation District, and a temporary sign permit for PCJH’s Annual Rummage Sale. A motion was made by Arne Jorgensen and seconded by Jonathan Schechter to approve the Town Manager’s Report. Mayor Morton Levinson called for the vote. The vote showed all in favor. The motion carried.

Adjourn. A motion was made by Jonathan Schechter and seconded by Jim Rooks to adjourn. Mayor Morton Levinson called for the vote. The vote showed all in favor. The motion carried. The meeting adjourned at 9:01 p.m.

TOWN OF JACKSON

ATTEST:

Hailey Morton Levinson, Mayor

Riley Taylor, Town Clerk

Minutes: rt. Publish JH News & Guide: August 14, 2024

Report Criteria:

Detail report.

Invoices with totals above \$0 included.

Paid and unpaid invoices included.

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
328	842-NCBERS GROUP WYOMIN	842072024	PAYROLL DEDUCTIONS	07/10/2024	96.00	96.00	07/31/2024
328	842-NCBERS GROUP WYOMIN	842082024	PAYROLL DEDUCTIONS	07/01/2024	96.00	96.00	07/31/2024
Total 328:					192.00	192.00	
51	ACE HARDWARE	862831	BUCKETS	04/09/2024	51.92	.00	
51	ACE HARDWARE	875967	KEYRING	07/19/2024	17.98	.00	
51	ACE HARDWARE	876289	METAL CUT WHEEL	07/23/2024	6.98	.00	
51	ACE HARDWARE	876293	SUPPLIES	07/23/2024	34.03	.00	
51	ACE HARDWARE	876344	KEYS	07/23/2024	7.99	.00	
51	ACE HARDWARE	876361	PADLOCK	07/23/2024	26.99	.00	
51	ACE HARDWARE	876393	VALVE	07/23/2024	57.96	.00	
51	ACE HARDWARE	876445	CREDIT	07/24/2024	.00	.00	
51	ACE HARDWARE	876483	BATTERY ALKIN	07/24/2024	47.96	.00	
51	ACE HARDWARE	876560	PARTS	07/24/2024	5.03	.00	
51	ACE HARDWARE	876583	ROUNDUP	07/24/2024	54.99	.00	
51	ACE HARDWARE	876869	SPRAY PAINT	07/26/2024	47.97	.00	
51	ACE HARDWARE	877070	SIMPLE GREEN	07/29/2024	29.98	.00	
51	ACE HARDWARE	877104	TRIMMER LINE	07/29/2024	7.99	.00	
51	ACE HARDWARE	877323	CAULK	07/30/2024	9.88	.00	
51	ACE HARDWARE	877327	CHAIN LINK FENCING	07/30/2024	55.93	.00	
51	ACE HARDWARE	877344	FINISH NAILS	07/30/2024	2.49	.00	
51	ACE HARDWARE	877433	SCREWS	07/31/2024	9.59	.00	
51	ACE HARDWARE	877533	SOCKET	07/31/2024	16.99	.00	
51	ACE HARDWARE	877617	SHOP TOWELS AND SOAP	08/01/2024	9.98	.00	
51	ACE HARDWARE	877667	CAULK	08/01/2024	26.98	.00	
51	ACE HARDWARE	878202	CHAIN LINK FENCING	08/06/2024	3.58	.00	
51	ACE HARDWARE	878223	HEAT SHRINK	08/06/2024	49.41	.00	
51	ACE HARDWARE	878224	TRMMER	08/06/2024	589.98	.00	
51	ACE HARDWARE	878229	BUTANE	08/06/2024	6.49	.00	
51	ACE HARDWARE	878665	BATTERIES	08/09/2024	20.48	.00	
Total 51:					1,199.55	.00	
6364	ACM Wyoming LLC	080924	release bond b22-0502 175 E Bro	08/09/2024	19,000.00	.00	
Total 6364:					19,000.00	.00	
2269	AFLAC	832555	ACCOUNT #y9599	07/15/2024	1,811.28	1,811.28	07/31/2024
Total 2269:					1,811.28	1,811.28	
3937	AMAZING TROPHIES & GIFTS	174K-GC6G-1	PENS AND VACUUM	08/01/2024	150.17	.00	
Total 3937:					150.17	.00	
5726	AMAZON	11XP-VKQV-3	FLOOR LINERS	07/25/2024	525.89	.00	
5726	AMAZON	1GCV-RHNJ-C	REFRIGERATOR MAGNETS	08/02/2024	148.04	.00	
5726	AMAZON	1JNP-6PHH-X	TONER	08/05/2024	63.89	.00	
5726	AMAZON	1PG1-RLFF-3Y	ENVELOPES	07/31/2024	26.89	.00	
5726	AMAZON	1QNY-4FJR-6T	GLOVES	07/25/2024	99.98	.00	
5726	AMAZON	1T14-47NX-1N	USB C TO MICRO	07/24/2024	1,154.84	.00	
5726	AMAZON	1XYC-LL9H-43	OFFICE SUPPLIES	08/01/2024	118.52	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
Total 5726:					2,138.05	.00	
7221	ANDERS GLASS AND TINT	1423	WINSHIELD	07/22/2024	900.00	.00	
7221	ANDERS GLASS AND TINT	1424	WINDSHIELD INSTALL	07/22/2024	400.00	.00	
7221	ANDERS GLASS AND TINT	1452	WINDSHIELD	08/05/2024	340.00	.00	
Total 7221:					1,640.00	.00	
1783	AT&T	287259163099	charges for account 25725916309	07/08/2024	1,083.29	.00	
1783	AT&T	287272169264	MONTHLY ACCOUNT 287272169	07/12/2024	43.23	.00	
1783	AT&T	287279795460	MONTHLY ACCOUNT 287279795	07/11/2024	251.88	.00	
Total 1783:					1,378.40	.00	
577	BADGER DAYLIGHTING CORP	2715164	GARAMAN 2024	07/09/2024	27,021.48	.00	
Total 577:					27,021.48	.00	
4920	BEST BEST & KRIEGER	1002913	FRANCHISE RENEWAL	08/07/2024	887.00	.00	
4920	BEST BEST & KRIEGER	1002914	SILVER STAR	08/07/2024	337.50	.00	
Total 4920:					1,224.50	.00	
1560	BLUE SPRUCE CLEANERS,INC	080124	DRY CLEANING	08/01/2024	422.14	.00	
Total 1560:					422.14	.00	
6845	BLUE TO GOLD, LLC	BTG-JW-69380	TRAINING	07/29/2024	2,430.00	.00	
6845	BLUE TO GOLD, LLC	BTG-JW-69396	TRAINING	07/29/2024	495.00	.00	
6845	BLUE TO GOLD, LLC	BTG-JW-70824	TRAINING	08/01/2024	1,710.00	.00	
Total 6845:					4,635.00	.00	
7394	BOLAND, ANITA	080824	SEPTEMBER RENT	08/08/2024	2,200.00	.00	
Total 7394:					2,200.00	.00	
6727	BRIGGS, ERIC L	30157	TOOLS	07/25/2024	399.95	.00	
6727	BRIGGS, ERIC L	30323	TOOLS	08/01/2024	110.95	.00	
6727	BRIGGS, ERIC L	30324	TOOLS	08/01/2024	202.00	.00	
Total 6727:					712.90	.00	
5996	BRIGHTLY	INV-246507	ASSET ESSENTIALS	06/25/2024	1,830.65	.00	
Total 5996:					1,830.65	.00	
3303	BRISTOL, JAMES	6720	AP CHECKS	08/01/2024	520.00	.00	
Total 3303:					520.00	.00	
7077	BURKHOLDER, SHAWN	080824	SEPTEMBER RENT	08/08/2024	2,039.63	.00	
Total 7077:					2,039.63	.00	
5	CARQUEST AUTO PARTS INC.	6090-660217	WORK LAMP	07/28/2024	102.37	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
Total 5:					102.37	.00	
102	CASELLE INC.	134599	CONTRACT SUPPORT	08/01/2024	1,973.00	.00	
Total 102:					1,973.00	.00	
39	CASPER COLLEGE	446	WAMCAT SPRING	06/13/2023	315.00	.00	
Total 39:					315.00	.00	
544	CENTURYLINK	334064254 072	Monthly bill for account 33406425	07/13/2024	54.19	.00	
544	CENTURYLINK	696788429	ACCOUNT NUMBER 75912352	07/20/2024	140.82	.00	
Total 544:					195.01	.00	
6257	CERTIFIED LABORATORIES	8708065	NAC CL	07/04/2024	737.95	.00	
Total 6257:					737.95	.00	
5967	CITY OF DRIGGS	BBSTART2027	BUS BARN RENT	07/30/2024	1,502.53	.00	
Total 5967:					1,502.53	.00	
6001	CIVICPLUS	312717	MO PLATFORM NEW	08/01/2024	6,250.00	.00	
Total 6001:					6,250.00	.00	
514	CONRAD & BISCHOFF INC.	IN-168764-24	DEF BULK	07/22/2024	604.77	.00	
514	CONRAD & BISCHOFF INC.	IN-168765-24	DEF BULK	07/22/2024	750.35	.00	
514	CONRAD & BISCHOFF INC.	IN-185526-24	FUEL	07/31/2024	30,557.83	.00	
Total 514:					31,912.95	.00	
4887	CONTROL SYSTEM TECHNOLO	11274	CONTROL SERVICE	07/23/2024	750.00	.00	
4887	CONTROL SYSTEM TECHNOLO	11274	CONTROL SERVICE	07/23/2024	750.00	.00	
4887	CONTROL SYSTEM TECHNOLO	11292	CONTROL SERVICE	07/29/2024	900.00	.00	
4887	CONTROL SYSTEM TECHNOLO	11293	WWTP CONTROL SERVICE	07/29/2024	5,200.00	.00	
4887	CONTROL SYSTEM TECHNOLO	11294	WWTP CONTROL SERVICE	07/29/2024	900.00	.00	
4887	CONTROL SYSTEM TECHNOLO	11295	WWTP CONTROL SERVICE	07/29/2024	300.00	.00	
4887	CONTROL SYSTEM TECHNOLO	11300	CONTROL SERVICE	07/30/2024	3,885.00	.00	
Total 4887:					12,685.00	.00	
6475	CONVERGEONE, INC	INV1015515	7 MAINTENANCE RESAL	07/26/2024	93.50	.00	
Total 6475:					93.50	.00	
3272	COPYWORKS, LLC	52844	24X36	06/26/2024	15.95	.00	
Total 3272:					15.95	.00	
6409	CUES	970026630	POLE	07/22/2024	116.30	.00	
Total 6409:					116.30	.00	
4918	DEAN'S PEST CONTROL LLC	92461	RODENT CONTROL	07/08/2024	110.00	.00	
4918	DEAN'S PEST CONTROL LLC	92825	RODENT CONTROL	07/12/2024	60.00	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
4918	DEAN'S PEST CONTROL LLC	92853	RODENT CONTROL	07/29/2024	100.00	.00	
Total 4918:					270.00	.00	
148	DELL	10762344775	Adobe acrobAT	07/25/2024	18,112.03	.00	
Total 148:					18,112.03	.00	
708	DELTA DENTAL PLAN OF WYOM	072624	JULY PREMIUM	07/26/2024	644.80	644.80	07/30/2024
708	DELTA DENTAL PLAN OF WYOM	072624	CLAIMS JUNE 2024	07/26/2024	11,051.80	11,051.80	07/30/2024
Total 708:					11,696.60	11,696.60	
3881	DEX IMAGING	AR11621396	CONTRACT COPIER	07/15/2024	481.44	.00	
3881	DEX IMAGING	AR11658157	MONTHLY COPYCARE	07/22/2024	99.34	.00	
3881	DEX IMAGING	ID112	PRINTER	07/29/2024	1,349.91	.00	
Total 3881:					1,930.69	.00	
6883	DIVISION OF CHILD SUPPORT	080824	DCSE CASE #0005405448	08/08/2024	509.23	509.23	08/08/2024
Total 6883:					509.23	509.23	
2175	DIVISION OF VICTIM SERVICES	080224	Crime Victim SurchAGE	08/02/2024	330.00	.00	
Total 2175:					330.00	.00	
2380	EMPLOYERS COUNCIL SERVIC	0000514358	ENTERPRISE MEMBERSHIP DU	08/01/2024	7,900.00	.00	
Total 2380:					7,900.00	.00	
5223	ENERGY CONSERVATION WOR	063024	3RD QUARTER	06/30/2024	8,750.00	.00	
5223	ENERGY CONSERVATION WOR	063024	4TH QUARTER	06/30/2024	8,750.00	.00	
Total 5223:					17,500.00	.00	
1134	ENERGY LABORATORIES INC.	646600	INFLUENT AND EFFLUENT	07/29/2024	469.00	.00	
1134	ENERGY LABORATORIES INC.	646648	BEFORE LIGHTS, BARROW PO	07/29/2024	167.00	.00	
1134	ENERGY LABORATORIES INC.	646835	INFLUENT AND EFFLUENT	07/30/2024	469.00	.00	
1134	ENERGY LABORATORIES INC.	648280	INFLUENT AND EFFLUENT	08/05/2024	469.00	.00	
1134	ENERGY LABORATORIES INC.	648283	BEFORE LIGHTS, BARROW PO	08/05/2024	167.00	.00	
Total 1134:					1,741.00	.00	
103	ENVIRONMENTAL RESOURCE	004083	WASTE WATR COLIFORMS, SO	04/22/2022	924.14	.00	
Total 103:					924.14	.00	
6552	ETNA TRADE PARK LLC	080824	SEPTEMBER RENT	08/08/2024	4,062.00	.00	
Total 6552:					4,062.00	.00	
7462	EVOLUTION CONSTRUCTION, L	1067	CURB AND GUTTER	07/19/2024	2,310.00	.00	
7462	EVOLUTION CONSTRUCTION, L	1067	CURB AND GUTTER	07/19/2024	17,000.00	.00	
7462	EVOLUTION CONSTRUCTION, L	1067	CURB AND GUTTER	07/19/2024	22,434.00	.00	
Total 7462:					41,744.00	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
3195	FERGUSON ENTERPRISES, IN	2832075	PLUMBERS GREASE	07/22/2024	17.64	.00	
3195	FERGUSON ENTERPRISES, IN	2853271	PLAS STYLE	07/26/2024	6.02	.00	
3195	FERGUSON ENTERPRISES, IN	2853961	PRES REP TANK	08/05/2024	167.72	.00	
3195	FERGUSON ENTERPRISES, IN	2869840	CCFY LFA	07/31/2024	106.67	.00	
Total 3195:					298.05	.00	
5337	FLAT CREEK WID	01 0824	BUDGET REQUEST	08/06/2024	12,000.00	.00	
Total 5337:					12,000.00	.00	
7104	GEDDES, GLENN	080624	CDL PHYSICAL	08/06/2024	155.00	.00	
Total 7104:					155.00	.00	
4212	GILLIG LLC	41198627	TOOLS	07/19/2024	963.46	.00	
4212	GILLIG LLC	41199873	BRUSH	07/23/2024	365.18	.00	
4212	GILLIG LLC	41199874	PARTS	07/23/2024	963.46	.00	
4212	GILLIG LLC	41200577	WIPER BLADES	07/24/2024	215.00	.00	
4212	GILLIG LLC	41201860	TIE RODS	07/26/2024	507.92	.00	
Total 4212:					3,015.02	.00	
6240	GOLIGHTLY, AMY	073124	REFUND B OND 865 WHEATLEI	07/31/2024	39,379.06	39,379.06	07/31/2024
Total 6240:					39,379.06	39,379.06	
4271	GRAND TARGHEE RESORT	073024	JUNE 2023 REIMBURSEMENT	07/30/2024	6,983.00	.00	
4271	GRAND TARGHEE RESORT	073024	APRIL 2023 REIMBURSEMENT	07/30/2024	15,399.00	.00	
4271	GRAND TARGHEE RESORT	073024	AUGUST 2023 REIMBURSEMEN	07/30/2024	1,369.00	.00	
4271	GRAND TARGHEE RESORT	073024	JULY 2023 REIMBURSEMENT	07/30/2024	12,743.00	.00	
Total 4271:					36,494.00	.00	
7497	GRIFFITH PARTNERSHIP LLC	081224	120 ASPEN RENT AND DEPOSIT	08/12/2024	1,750.00	.00	
7497	GRIFFITH PARTNERSHIP LLC	081224	120 ASPEN RENT AND DEPOSIT	08/12/2024	700.00	.00	
7497	GRIFFITH PARTNERSHIP LLC	081224	120 ASPEN RENT AND DEPOSIT	08/12/2024	1,750.00	.00	
Total 7497:					4,200.00	.00	
2473	GUHEEN, TOM	072924	DOT PHYSICAL	07/29/2024	155.00	.00	
Total 2473:					155.00	.00	
6551	GWALTNEY, WOODROW	080624	CDL PHYSICAL	08/06/2024	100.00	.00	
Total 6551:					100.00	.00	
6237	HEALTH TECHNOLOGY	INV47178	TRIPLE TWO CLEANER	06/20/2024	1,359.65	.00	
Total 6237:					1,359.65	.00	
96	HIGH COUNTRY LINEN	0447968	SHOP TOWELS	07/01/2024	50.63	.00	
96	HIGH COUNTRY LINEN	0447968	SHOP UNIFORMS	07/01/2024	28.30	.00	
96	HIGH COUNTRY LINEN	0449396	UNIFORMS	07/08/2024	28.30	.00	
96	HIGH COUNTRY LINEN	0449396	SHOP TOWELS	07/08/2024	50.63	.00	
96	HIGH COUNTRY LINEN	0450856	UNIFORMS	07/15/2024	28.30	.00	
96	HIGH COUNTRY LINEN	0450856	shop towels	07/15/2024	49.83	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
96	HIGH COUNTRY LINEN	0451676	SEWER	08/01/2024	14.95	.00	
96	HIGH COUNTRY LINEN	0451676	WWTP	08/01/2024	13.30	.00	
96	HIGH COUNTRY LINEN	0451676	STREET	08/01/2024	18.27	.00	
96	HIGH COUNTRY LINEN	0451676	ADMIN	08/01/2024	8.99	.00	
96	HIGH COUNTRY LINEN	0451676	BUILDING MAINT	08/01/2024	14.35	.00	
96	HIGH COUNTRY LINEN	0451676	FACILTIY	08/01/2024	6.65	.00	
96	HIGH COUNTRY LINEN	0451676	SHOP SUPPLIES	08/01/2024	46.35	.00	
96	HIGH COUNTRY LINEN	0451676	ADMIN	08/01/2024	9.00	.00	
96	HIGH COUNTRY LINEN	0451676	WATER	08/01/2024	26.03	.00	
96	HIGH COUNTRY LINEN	0452280	UNIFORMS	07/22/2024	28.30	.00	
96	HIGH COUNTRY LINEN	0452280	SHOP TOWELS	07/22/2024	49.83	.00	
96	HIGH COUNTRY LINEN	0453104	SEWER	07/25/2024	14.95	.00	
96	HIGH COUNTRY LINEN	0453104	WWTP	07/25/2024	13.30	.00	
96	HIGH COUNTRY LINEN	0453104	sTREET	07/25/2024	18.27	.00	
96	HIGH COUNTRY LINEN	0453104	ADMIN	07/25/2024	8.99	.00	
96	HIGH COUNTRY LINEN	0453104	FACILTIY	07/25/2024	6.65	.00	
96	HIGH COUNTRY LINEN	0453104	BUILD MAINT	07/25/2024	152.51	.00	
96	HIGH COUNTRY LINEN	0453104	ADMIN	07/25/2024	9.00	.00	
96	HIGH COUNTRY LINEN	0453104	WATER	07/25/2024	26.03	.00	
96	HIGH COUNTRY LINEN	0453689	TOWELS ANBD LAUNDRY BAG	07/29/2024	86.31	.00	
96	HIGH COUNTRY LINEN	0453690	SHOP TOWELS	07/29/2024	49.83	.00	
96	HIGH COUNTRY LINEN	0453690	UNIFORMS	07/29/2024	28.30	.00	
96	HIGH COUNTRY LINEN	0453758	MATS @ 155 E PEARL	07/29/2024	11.17	.00	
96	HIGH COUNTRY LINEN	0454113	MATS @ TOWN HALL	07/30/2024	237.25	.00	
96	HIGH COUNTRY LINEN	0455211	MATS @ 155 E PEARL	08/05/2024	23.45	.00	
96	HIGH COUNTRY LINEN	C0449915	CREDIT	07/09/2024	9.90-	.00	
96	HIGH COUNTRY LINEN	S0448434	PAPER TOWELS	07/02/2024	103.91	.00	
96	HIGH COUNTRY LINEN	S0450683	GARBAGE BAG LINERS	07/12/2024	142.50	.00	
96	HIGH COUNTRY LINEN	S0453513	DUST PAN	07/26/2024	9.35	.00	
96	HIGH COUNTRY LINEN	S0454401	TOWELS AND CLEANER	07/31/2024	184.88	.00	
Total 96:					1,588.76	.00	
6455	HIRST APPLGATE, LLP	221282	CULVER CASE	08/02/2024	1,660.50	.00	
Total 6455:					1,660.50	.00	
6041	HOLE FOOD RESCUE	063024	4TH QUARTER	06/30/2024	6,250.00	.00	
Total 6041:					6,250.00	.00	
4736	IDAHO CHILD SUPPORT RECEI	080824	case#426985	08/08/2024	564.20	564.20	08/08/2024
Total 4736:					564.20	564.20	
36	IDAHO STATE TAX COMMISSIO	073124	JULY WITHHOLDINGS	07/31/2024	6,259.00	6,259.00	07/31/2024
Total 36:					6,259.00	6,259.00	
6720	IMMIGRANT HOPE	063024	4TH QUARTER	06/30/2024	2,000.00	.00	
Total 6720:					2,000.00	.00	
7492	INTERACTION ASSOCIATES IN	IN0001603	FACILITATION	08/05/2024	4,188.29	.00	
Total 7492:					4,188.29	.00	
6954	IVY OUTDOOR SERVICES LLC	0000097	JULY BUS STOP TRASH	08/02/2024	2,240.00	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
Total 6954:					2,240.00	.00	
6932	J.P. COOKE CO.	1546350	PET LICENSES	07/31/2024	328.85	.00	
Total 6932:					328.85	.00	
7163	JACKSON GROUP LOCKBOX	673854IF	VALVE	07/23/2024	35.50	.00	
7163	JACKSON GROUP LOCKBOX	673860IF	KIT SOLENOID	07/30/2024	119.72	.00	
7163	JACKSON GROUP LOCKBOX	674027IF	KIT INLET	07/26/2024	1,066.66	.00	
7163	JACKSON GROUP LOCKBOX	674027IFX1	KIT INLET CHECK	07/31/2024	1,156.60	.00	
7163	JACKSON GROUP LOCKBOX	674027IFX2	CARTRIDGE	08/01/2024	152.38	.00	
7163	JACKSON GROUP LOCKBOX	674155IF	OIL FILTER	07/26/2024	321.96	.00	
7163	JACKSON GROUP LOCKBOX	674156IF	BRAKE KIT	07/30/2024	411.28	.00	
Total 7163:					3,264.10	.00	
67	JACKSON HOLE HISTORICAL S	063024	4TH QUARTER PAYMENT	06/30/2024	8,562.50	.00	
Total 67:					8,562.50	.00	
6474	JACKSON HOLE LAW, PC	2301	PROSECUTION SERVICES JUL	07/31/2024	3,525.00	.00	
Total 6474:					3,525.00	.00	
131	JACKSON HOLE NEWS & GUID	367180	AD#429534	07/03/2024	896.00	.00	
131	JACKSON HOLE NEWS & GUID	367235	AD#428561	07/03/2024	385.00	.00	
131	JACKSON HOLE NEWS & GUID	367990	AD#429593	07/31/2024	385.00	.00	
131	JACKSON HOLE NEWS & GUID	367992	AD#429935	07/31/2024	445.00	.00	
131	JACKSON HOLE NEWS & GUID	368080	AD#430138	07/31/2024	924.00	.00	
131	JACKSON HOLE NEWS & GUID	368453	AD#429593	08/07/2024	385.00	.00	
131	JACKSON HOLE NEWS & GUID	368525	AD#430621	08/07/2024	627.00	.00	
131	JACKSON HOLE NEWS & GUID	368526	AD#430515	08/07/2024	627.00	.00	
Total 131:					4,674.00	.00	
6545	JACKSON HOLE PUBLIC ART	063024	4TH QUARTER	06/30/2024	10,000.00	.00	
Total 6545:					10,000.00	.00	
114	JACKSON LUMBER INC	0001012260-0	9.3 SCREWS	07/26/2024	59.82	.00	
114	JACKSON LUMBER INC	0001013278-0	EYE BOLTS	07/30/2024	1.78	.00	
Total 114:					61.60	.00	
139	JORGENSEN ASSOCIATES, PC	54048	18047 GREGORY LANE	07/18/2024	2,010.25	.00	
139	JORGENSEN ASSOCIATES, PC	54056B	SHORT PAID ORIGINAL INVOIC	07/18/2024	117.00	.00	
139	JORGENSEN ASSOCIATES, PC	54061	18047 GREGORY LANE	07/18/2024	14,179.22	.00	
139	JORGENSEN ASSOCIATES, PC	54061	18047 GREGORY LANE	07/18/2024	.01-	.00	
139	JORGENSEN ASSOCIATES, PC	54061	18047 GREGORY LANE	07/18/2024	8,193.36	.00	
139	JORGENSEN ASSOCIATES, PC	54061	18047 GREGORY LANE	07/18/2024	8,193.37	.00	
139	JORGENSEN ASSOCIATES, PC	54144	CORE SERVICES FACILITY	08/02/2024	16,500.00	.00	
Total 139:					49,193.19	.00	
5537	KEENAN, PETER	080824	SEPTEMBER RENT	08/08/2024	2,300.00	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
Total 5537:					2,300.00	.00	
7441	KEN GARFF FORD CHEYENNE	071724	2024 ford van	07/17/2024	60,414.00	60,414.00	08/08/2024
Total 7441:					60,414.00	60,414.00	
2485	KENWORTH SALES COMPANY	004P44374	DUOBEAM	08/05/2024	689.60	.00	
Total 2485:					689.60	.00	
7080	KLUS, TOMA	053024	DOT PHYSICAL	05/30/2024	155.00	.00	
Total 7080:					155.00	.00	
6807	LANGUAGE TESTING INTERNA	L89974-IN	SPANISH TESTING	08/08/2024	531.00	.00	
Total 6807:					531.00	.00	
5914	LENZ, BRIAN	080824	REIMBURSE RECORDING FEES	08/08/2024	84.16	.00	
Total 5914:					84.16	.00	
155	LEONARD PETROLEUM EQUIP	IFIN217709	Green curb hose	01/18/2024	409.40	.00	
Total 155:					409.40	.00	
5691	LEPCO	58420	CHEM DELIVERY	08/02/2024	789.32	.00	
Total 5691:					789.32	.00	
156	LOWER VALLEY ENERGY INC	080824	SEPTEMBER RENT	08/08/2024	3,000.00	.00	
156	LOWER VALLEY ENERGY INC	92050-002 07-	3150 S ADAMS CANYON DR, JA	07/31/2024	147.82	147.82	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-002 07-	3150 S ADAMS CANYON DR, JA	07/31/2024	41.39	41.39	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-003 07-	SPRUCE DR PUMP HOUSE, JA	07/31/2024	309.61	309.61	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-003 07-	SPRUCE DR PUMP HOUSE, JA	07/31/2024	86.69	86.69	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-008 07-	CEMETERY, JACKSON, WY 20	07/31/2024	9.11	9.11	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-008 07-	CEMETERY, JACKSON, WY 20	07/31/2024	32.54	32.54	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-010 07-	ELY SPRINGS RD WELL 6,7,8, J	07/31/2024	3,061.85	3,061.85	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-010 07-	ELY SPRINGS RD WELL 6,7,8, J	07/31/2024	857.32	857.32	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-014 07-	135 E BROADWAY AVE HEAT TA	07/31/2024	3.83	3.83	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-014 07-	135 E BROADWAY AVE HEAT TA	07/31/2024	13.70	13.70	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-017 07-	WASTE WATER TRTMT INTERM	07/31/2024	3.50	3.50	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-017 07-	WASTE WATER TRTMT INTERM	07/31/2024	12.50	12.50	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-019 07-	RANGEVIEW DR LIFT PUMP CO	07/31/2024	13.17	13.17	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-019 07-	RANGEVIEW DR LIFT PUMP CO	07/31/2024	47.02	47.02	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-021 07-	150 E PEARL AVE, JACKSON, W	07/31/2024	926.92	926.92	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-021 07-	150 E PEARL AVE, JACKSON, W	07/31/2024	259.54	259.54	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-024 07-	1605 BERGER LN SEWER LIFT	07/31/2024	14.71	14.71	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-024 07-	1605 BERGER LN SEWER LIFT	07/31/2024	4.12	4.12	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-025 07-	450 W SNOW KING AVE NEW S	07/31/2024	132.20	132.20	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-025 07-	450 W SNOW KING AVE NEW S	07/31/2024	472.13	472.13	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-026 07-	450 W SNOW KING AVE SHOP, J	07/31/2024	30.70	30.70	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-026 07-	450 W SNOW KING AVE SHOP, J	07/31/2024	109.64	109.64	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-044 07-	610 SNOW KING DR ESTATES B	07/31/2024	56.91	56.91	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-044 07-	610 SNOW KING DR ESTATES B	07/31/2024	203.23	203.23	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-047 07-	WASTE WATER TRTMT UV BLD	07/31/2024	12.50	12.50	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-047 07-	WASTE WATER TRTMT UV BLD	07/31/2024	3.50	3.50	08/08/2024

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
156	LOWER VALLEY ENERGY INC	92050-049 07-	WASTE WATER TRTMT PTB 545	07/31/2024	8,775.98	8,775.98	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-049 07-	WASTE WATER TRTMT PTB 545	07/31/2024	2,457.27	2,457.27	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-050 07-	2 MG TANK, JACKSON, WY 200	07/31/2024	3.88	3.88	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-050 07-	2 MG TANK, JACKSON, WY 200	07/31/2024	13.84	13.84	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-051 07-	WELL #5 KARNS MEADOW DR,	07/31/2024	659.86	659.86	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-051 07-	WELL #5 KARNS MEADOW DR,	07/31/2024	2,356.62	2,356.62	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-052 07-	675 E BROADWAY AVE WELL #1	07/31/2024	2,497.77	2,497.77	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-052 07-	675 E BROADWAY AVE WELL #1	07/31/2024	699.38	699.38	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-053 07-	WELLS #2 & #3, JACKSON, WY	07/31/2024	844.70	844.70	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-053 07-	WELLS #2 & #3, JACKSON, WY	07/31/2024	3,016.80	3,016.80	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-054 07-	CITY WELL ELK REF 1, JACKSO	07/31/2024	4.95	4.95	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-054 07-	CITY WELL ELK REF 1, JACKSO	07/31/2024	1.39	1.39	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-055 07-	CITY WELL ELK REF 2, JACKSO	07/31/2024	7.27	7.27	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-055 07-	CITY WELL ELK REF 2, JACKSO	07/31/2024	2.03	2.03	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-059 07-	440 W SNOW KING AVE POLICE	07/31/2024	1.39	1.39	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-059 07-	440 W SNOW KING AVE POLICE	07/31/2024	4.95	4.95	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-060 07-	400 W SNOW KING AVE S GAR,	07/31/2024	30.36	30.36	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-060 07-	400 W SNOW KING AVE S GAR,	07/31/2024	8.50	8.50	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-061 07-	400 W SNOW KING AVE PUBLIC	07/31/2024	24.34	24.34	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-061 07-	400 W SNOW KING AVE PUBLIC	07/31/2024	86.94	86.94	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-074 07-	CRABTREE LN THAW WELL #2,	07/31/2024	3.55	3.55	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-074 07-	CRABTREE LN THAW WELL #2,	07/31/2024	12.69	12.69	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-075 07-	HIGH SCHOOL RD THAW WELL	07/31/2024	5.92	5.92	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-075 07-	HIGH SCHOOL RD THAW WELL	07/31/2024	21.12	21.12	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-077 07-	685 E HANSEN AVE, JACKSON,	07/31/2024	.00	.00	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-077 07-	685 E HANSEN AVE, JACKSON,	07/31/2024	10.00	10.00	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-078 07-	145 W HANSEN AVE FRONT, JA	07/31/2024	22.38	22.38	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-078 07-	145 W HANSEN AVE FRONT, JA	07/31/2024	79.92	79.92	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-079 07-	145 W HANSEN AVE BACK, JAC	07/31/2024	13.24	13.24	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-079 07-	145 W HANSEN AVE BACK, JAC	07/31/2024	47.30	47.30	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-082 07-	400 W SNOW KING AVE E STOR	07/31/2024	9.79	9.79	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-082 07-	400 W SNOW KING AVE E STOR	07/31/2024	34.98	34.98	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-090 07-	955 MAPLE WAY, JACKSON, WY	07/31/2024	10.02	10.02	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-090 07-	955 MAPLE WAY, JACKSON, WY	07/31/2024	35.78	35.78	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-092 07-	3150 S ADAMS CANYON DR ANI	07/31/2024	7.74	7.74	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-092 07-	3150 S ADAMS CANYON DR ANI	07/31/2024	27.63	27.63	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-102 07-	145 W HANSEN AVE FRONT, JA	07/31/2024	4.94	4.94	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-102 07-	145 W HANSEN AVE FRONT, JA	07/31/2024	17.66	17.66	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-105-382	MULTIPLE STREET LIGHTS	07/31/2024	590.72	590.72	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-105-382	MULTIPLE STREET LIGHTS	07/31/2024	2,109.73	2,109.73	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-106 07-	940 SIMON LN, JACKSON, WY	07/31/2024	13.63	13.63	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-106 07-	940 SIMON LN, JACKSON, WY	07/31/2024	48.70	48.70	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-114 07-3	210 N CACHE ST HOME RANCH	07/31/2024	220.73	220.73	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-114 07-3	210 N CACHE ST HOME RANCH	07/31/2024	61.81	61.81	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-126 07-	SPRING WATER LN LIFT STATIO	07/31/2024	7.11	7.11	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-126 07-	SPRING WATER LN LIFT STATIO	07/31/2024	25.39	25.39	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-127 07-	3337 S CODY CREEK DR LIFT S	07/31/2024	33.38	33.38	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-127 07-	3337 S CODY CREEK DR LIFT S	07/31/2024	119.22	119.22	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-131 07-	195 E DELONEY AVE RESTROO	07/31/2024	24.48	24.48	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-131 07-	195 E DELONEY AVE RESTROO	07/31/2024	87.42	87.42	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-132 07-	160 S MILLWARD ST PARKING	07/31/2024	320.35	320.35	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-132 07-	160 S MILLWARD ST PARKING	07/31/2024	1,144.09	1,144.09	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-134 07-	160 S MILLWARD ST PARKING	07/31/2024	4.95	4.95	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-134 07-	160 S MILLWARD ST PARKING	07/31/2024	1.39	1.39	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-334 07-	JOSEPHINE LOOP LOT 15 LIFT	07/31/2024	53.64	53.64	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-334 07-	JOSEPHINE LOOP LOT 15 LIFT	07/31/2024	15.02	15.02	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-341 07-	210 N CACHE ST HOME RANCH	07/31/2024	7.21	7.21	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-341 07-	210 N CACHE ST HOME RANCH	07/31/2024	25.74	25.74	08/08/2024

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
156	LOWER VALLEY ENERGY INC	92050-345 07-	930 SIMON LN, JACKSON, WY	07/31/2024	13.80	13.80	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-345 07-	930 SIMON LN, JACKSON, WY	07/31/2024	49.28	49.28	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-356 07-	55 KARNs MEADOW DR START	07/31/2024	1,315.57	1,315.57	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-356 07-	55 KARNs MEADOW DR START	07/31/2024	368.36	368.36	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-357 07-	55 KARNs MEADOW DR START	07/31/2024	263.51	263.51	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-357 07-	55 KARNs MEADOW DR START	07/31/2024	941.09	941.09	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-359 07-	MILLER PARK PARKING LOT CH	07/31/2024	51.06	51.06	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-359 07-	MILLER PARK PARKING LOT CH	07/31/2024	182.35	182.35	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-361 07-	625 W BROADWAY AVE NEW P	07/31/2024	16.42	16.42	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-361 07-	625 W BROADWAY AVE NEW P	07/31/2024	4.60	4.60	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-363 07-	455 VINE ST UTIL, JACKSON, W	07/31/2024	10.33	10.33	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-363 07-	455 VINE ST UTIL, JACKSON, W	07/31/2024	36.88	36.88	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-364 07-	65 VIRGINIAN LN #5, JACKSON,	07/31/2024	7.80	7.80	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-364 07-	65 VIRGINIAN LN #5, JACKSON,	07/31/2024	27.84	27.84	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-365 07-	65 VIRGINIAN LN #7, JACKSON,	07/31/2024	12.42	12.42	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-365 07-	65 VIRGINIAN LN #7, JACKSON,	07/31/2024	44.34	44.34	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-367 07-	455 VINE ST APT #3, JACKSON,	07/31/2024	16.25	16.25	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-367 07-	455 VINE ST APT #3, JACKSON,	07/31/2024	58.05	58.05	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-368 07-	455 VINE ST APT #4, JACKSON,	07/31/2024	13.46	13.46	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-368 07-	455 VINE ST APT #4, JACKSON,	07/31/2024	48.08	48.08	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-370 07-	2022 WILDFLOWER CT, JACKS	07/31/2024	4.30	4.30	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-370 07-	2022 WILDFLOWER CT, JACKS	07/31/2024	15.35	15.35	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-371 07-	2022 WILDFLOWER CT, JACKS	07/31/2024	8.68	8.68	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-371 07-	2022 WILDFLOWER CT, JACKS	07/31/2024	30.98	30.98	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-374 07-	455 VINE ST APT #1, JACKSON,	07/31/2024	7.31	7.31	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-374 07-	455 VINE ST APT #1, JACKSON,	07/31/2024	26.09	26.09	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-375 07-	155 E PEARL AVE, JACKSON, W	07/31/2024	4.95	4.95	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-375 07-	155 E PEARL AVE, JACKSON, W	07/31/2024	17.69	17.69	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-376 07-	149 E PEARL AVE, JACKSON, W	07/31/2024	26.83	26.83	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-376 07-	149 E PEARL AVE, JACKSON, W	07/31/2024	7.51	7.51	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-378 07-	145 E PEARL AVE #A EAST, JAC	07/31/2024	7.87	7.87	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-378 07-	145 E PEARL AVE #A EAST, JAC	07/31/2024	28.09	28.09	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-383 07-	SNOW KING DR WATER TANK C	07/31/2024	3.85	3.85	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-383 07-	SNOW KING DR WATER TANK C	07/31/2024	13.75	13.75	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-385 07-	85 N SPRING GULCH RD SPRIN	07/31/2024	59.53	59.53	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-385 07-	85 N SPRING GULCH RD SPRIN	07/31/2024	212.59	212.59	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-388 07-	121 SHERWOOD CT BLDG 2 BU	07/31/2024	21.95	21.95	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-388 07-	121 SHERWOOD CT BLDG 2 BU	07/31/2024	6.14	6.14	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-389 07-	1640 MARTIN LN LIFT STATION,	07/31/2024	4.57	4.57	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-389 07-	1640 MARTIN LN LIFT STATION,	07/31/2024	16.32	16.32	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-390 07-	400 W SNOW KING AVE HOUSI	07/31/2024	153.91	153.91	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-390 07-	400 W SNOW KING AVE HOUSI	07/31/2024	43.10	43.10	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-391 07-	400 W SNOW KING AVE PARK M	07/31/2024	76.55	76.55	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-391 07-	400 W SNOW KING AVE PARK M	07/31/2024	21.43	21.43	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-392 07-	400 W SNOW KING AVE ADMIN,	07/31/2024	77.64	77.64	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-392 07-	400 W SNOW KING AVE ADMIN,	07/31/2024	277.29	277.29	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-393 07-	400 W SNOW KING AVE EMPLO	07/31/2024	72.55	72.55	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-393 07-	400 W SNOW KING AVE EMPLO	07/31/2024	259.11	259.11	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-395 07-	145 E PEARL AVE #C LOFT, JAC	07/31/2024	42.23	42.23	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-395 07-	145 E PEARL AVE #C LOFT, JAC	07/31/2024	11.83	11.83	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-396 07-	145 E PEARL AVE HSE/CMN, JA	07/31/2024	53.95	53.95	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-396 07-	145 E PEARL AVE HSE/CMN, JA	07/31/2024	15.10	15.10	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-397 07-	145 E PEARL AVE #B WEST, JA	07/31/2024	5.93	5.93	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-397 07-	145 E PEARL AVE #B WEST, JA	07/31/2024	21.17	21.17	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-398 07-	155 E PEARL AVE, JACKSON, W	07/31/2024	11.07	11.07	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-398 07-	155 E PEARL AVE, JACKSON, W	07/31/2024	39.54	39.54	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-399 07-	155 E PEARL AVE, JACKSON, W	07/31/2024	31.25	31.25	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-399 07-	155 E PEARL AVE, JACKSON, W	07/31/2024	8.75	8.75	08/08/2024

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
156	LOWER VALLEY ENERGY INC	92050-401 07-	455 VINE ST APT #2, JACKSON,	07/31/2024	18.40	18.40	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-401 07-	455 VINE ST APT #2, JACKSON,	07/31/2024	65.73	65.73	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-405 07-	3585 S CANADIAN DR, JACKSO	07/31/2024	8.14	8.14	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-405 07-	3585 S CANADIAN DR, JACKSO	07/31/2024	29.07	29.07	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-406 07-	3585 S CANADIAN DR, JACKSO	07/31/2024	5.18	5.18	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-406 07-	3585 S CANADIAN DR, JACKSO	07/31/2024	1.45	1.45	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-407 07-	130 E KELLY AVE #23, JACKSO	07/31/2024	8.34	8.34	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-407 07-	130 E KELLY AVE #23, JACKSO	07/31/2024	29.80	29.80	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-411 07-3	1540 MARTIN LN H-FRAME MET	07/31/2024	3.55	3.55	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-411 07-3	1540 MARTIN LN H-FRAME MET	07/31/2024	12.69	12.69	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-413 07-	76 E CIRCLE DR, THAYNE, WY	07/31/2024	17.40	17.40	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-413 07-	76 E CIRCLE DR, THAYNE, WY	07/31/2024	4.87	4.87	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-416 07-	350 N MILLWARD ST #5, JACKS	07/31/2024	9.67	9.67	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-416 07-	350 N MILLWARD ST #5, JACKS	07/31/2024	34.55	34.55	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-418 07-	355 W DELONEY AVE E-5, JACK	07/31/2024	8.19	8.19	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-418 07-	355 W DELONEY AVE E-5, JACK	07/31/2024	29.25	29.25	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-419 07-	55 VIRGINIAN LN #4, JACKSON,	07/31/2024	5.79	5.79	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-419 07-	55 VIRGINIAN LN #4, JACKSON,	07/31/2024	20.69	20.69	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-420 07-	355 W DELONEY AVE A-5, JACK	07/31/2024	7.65	7.65	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-420 07-	355 W DELONEY AVE A-5, JACK	07/31/2024	27.32	27.32	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-421 07-	268 SAWMILL RD, ALPINE, WY	07/31/2024	4.17	4.17	08/08/2024
156	LOWER VALLEY ENERGY INC	92050-421 07-	268 SAWMILL RD, ALPINE, WY	07/31/2024	14.87	14.87	08/08/2024
Total 156:					42,238.75	39,238.75	
7211	LUNA, GAIL	060224B	reimburse for travel	07/01/2024	293.99	293.99	08/12/2024
Total 7211:					293.99	293.99	
7309	MADERA BUILDERS, LLC	1075	CABINET INSTALLATION @ 940	07/09/2024	2,575.00	.00	
Total 7309:					2,575.00	.00	
7112	MARKMAN, JASON	080824	SEPTEMBER RENT SAWMILL	08/08/2024	2,800.00	.00	
7112	MARKMAN, JASON	080824	SEPTEMBER RENT E CIRCLE	08/08/2024	1,995.00	.00	
7112	MARKMAN, JASON	080824D	SEPTEMBER RENT DELONEY	08/08/2024	2,800.00	.00	
Total 7112:					7,595.00	.00	
4612	MASON, TOM	080724	CDL PHYSICAL	08/07/2024	155.00	.00	
Total 4612:					155.00	.00	
7230	MEAD & HUNT	371062	JAC SHUTTLE PILOT STUDY	07/22/2024	3,617.50	.00	
Total 7230:					3,617.50	.00	
7495	MENGHETTI, PAULA	080124	RETURN BOND DEM23-0022 90	08/01/2024	6,000.00	.00	
Total 7495:					6,000.00	.00	
998	METROQUIP INC	P28015	DIRT SHOE	08/06/2024	2,875.74	.00	
Total 998:					2,875.74	.00	
4623	MSC INDUSTRIAL SUPPLY CO	7048482001	PARTS	07/03/2024	147.89	.00	
4623	MSC INDUSTRIAL SUPPLY CO	7048482003	FENDER WASHER	07/10/2024	26.10	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
Total 4623:					173.99	.00	
257	NAPAAUTO PARTS INC.	238393	Probe	07/23/2024	52.16	.00	
257	NAPAAUTO PARTS INC.	238866	OIL FILTER	07/24/2024	5.84	.00	
257	NAPAAUTO PARTS INC.	238867	OIL FILTER	07/24/2024	13.32	.00	
257	NAPAAUTO PARTS INC.	239147	OIL FILTER	07/25/2024	22.21	.00	
257	NAPAAUTO PARTS INC.	239313	CEMENT	07/25/2024	11.29	.00	
257	NAPAAUTO PARTS INC.	240348	PORTABLE COOLER	07/30/2024	1,599.00	.00	
257	NAPAAUTO PARTS INC.	240426	OIL FILTER	07/30/2024	8.99	.00	
257	NAPAAUTO PARTS INC.	240453	AIR FILTER	07/30/2024	30.20	.00	
257	NAPAAUTO PARTS INC.	240469	AIR FILTER	07/30/2024	22.72	.00	
257	NAPAAUTO PARTS INC.	240608	CAB FILTER	07/30/2024	33.27	.00	
257	NAPAAUTO PARTS INC.	240665	BELT	07/31/2024	19.20	.00	
257	NAPAAUTO PARTS INC.	240695	AIR FILTER	07/31/2024	40.77	.00	
Total 257:					1,858.97	.00	
187	NELSON ENGINEERING	64875	23-302-02 TOJ GILL WELL HOUS	07/15/2024	8,653.25	.00	
187	NELSON ENGINEERING	64905	23-302-01 TOJ THAW WELL 10	07/31/2024	472.50	.00	
Total 187:					9,125.75	.00	
6182	NORMAND, JACOB	073124	BOOTS	07/31/2024	100.00	.00	
Total 6182:					100.00	.00	
513	ON SIGHT LAND SURVEYORS I	072524	P24-104 REVIEW	07/25/2024	600.00	.00	
Total 513:					600.00	.00	
1504	ONE CALL OF WYOMING	72226	TICKETS JULY	08/05/2024	255.37	.00	
1504	ONE CALL OF WYOMING	72226	TICKETS JULY	08/05/2024	255.38	.00	
Total 1504:					510.75	.00	
7496	PACIFIC COAST K9	128	LODGING EXPENSES	08/01/2024	1,272.06	.00	
Total 7496:					1,272.06	.00	
4398	PALAZZOLO, MICHAEL	072924	REIMBURSE IT HARDWARE	07/29/2024	69.50	.00	
Total 4398:					69.50	.00	
7242	PITTS, SAMANTHA	072924	REIMBURSE IT HARDWARE	07/29/2024	69.50	.00	
Total 7242:					69.50	.00	
4894	PLATT	5K20024	48" BLACK	08/01/2024	54.73	.00	
Total 4894:					54.73	.00	
6483	PREMIER TRUCK- SALT LAKE C	775619293	SENSOR	07/17/2024	131.21	.00	
6483	PREMIER TRUCK- SALT LAKE C	775622206	VALVE	07/26/2024	294.96	.00	
Total 6483:					426.17	.00	
7459	PVS DX, INC	737002839-24	CHLORINE	07/18/2024	1,667.29	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
Total 7459:					1,667.29	.00	
6613	QUADIENT FINANCE USA, INV	790004408054	POSTAGE	07/30/2024	1,000.00	.00	
Total 6613:					1,000.00	.00	
3761	RAE, JOSHUA	14 0824	ARCH MAINTENANCE	08/03/2024	2,000.00	.00	
Total 3761:					2,000.00	.00	
7460	RAMANATHAN, BRINDA	080824	SEPTEMBER RENT	08/08/2024	2,500.00	.00	
Total 7460:					2,500.00	.00	
1551	ROCKY MOUNTAIN INFO NETW	25488	MEMBERSHIP DUES WYPD018	07/29/2024	100.00	.00	
Total 1551:					100.00	.00	
5812	RUI INC. DBA VILLAGE GARDN	3566	LAWN CARE 145 E HANSEN	07/31/2024	353.06	.00	
5812	RUI INC. DBA VILLAGE GARDN	3567	455 VINE LAWN CARE	07/31/2024	186.00	.00	
Total 5812:					539.06	.00	
7203	SCHWARTZ, ANDY	073024	LOBBY SERVICES 1/12	07/30/2024	4,583.33	.00	
Total 7203:					4,583.33	.00	
4359	SHERWIN-WILLIAMS CO.	2306-7	PAINT	07/31/2024	15.55	.00	
4359	SHERWIN-WILLIAMS CO.	2387-7	SUPPLIES	08/01/2024	6.37	.00	
4359	SHERWIN-WILLIAMS CO.	2388-5	CREDIT	08/01/2024	18.92-	.00	
4359	SHERWIN-WILLIAMS CO.	8407-6	PAINT	08/01/2024	48.41	.00	
Total 4359:					51.41	.00	
7435	SHORELINE CONSULTING	0000261	EQUITY TASK FORCE SUPPOR	08/05/2024	2,272.72	.00	
Total 7435:					2,272.72	.00	
4720	SILVERSTAR	54639 0824	MONTHLY SERVICE 54639	08/01/2024	2,736.48	.00	
4720	SILVERSTAR	654791 0824	MONTHLY SERVICE	08/01/2024	869.73	.00	
Total 4720:					3,606.21	.00	
236	SMITH POWER PRODUCTS,INC	3243312	ALLISON RENEWAL	08/06/2024	1,180.00	.00	
Total 236:					1,180.00	.00	
7106	SMITH PSYCHOLOGICAL SERVI	8814	EVALUATION	07/26/2024	400.00	.00	
Total 7106:					400.00	.00	
1505	SPRING CREEK ANIMAL HOSPI	5334630313	ANIMAL CARE	08/05/2024	120.00	.00	
1505	SPRING CREEK ANIMAL HOSPI	5334630314	ANIMAL CARE	08/05/2024	120.00	.00	
1505	SPRING CREEK ANIMAL HOSPI	5334630317	ANIMAL CARE	08/05/2024	91.82	.00	
1505	SPRING CREEK ANIMAL HOSPI	5334630318	ANIMAL CARE	08/05/2024	84.52	.00	
1505	SPRING CREEK ANIMAL HOSPI	5334630319	ANIMAL CARE	08/05/2024	36.76	.00	
1505	SPRING CREEK ANIMAL HOSPI	5334630320	ANIMAL CARE	08/05/2024	32.79	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
1505	SPRING CREEK ANIMAL HOSPI	5334630321	ANIMAL CARE	08/05/2024	65.00	.00	
1505	SPRING CREEK ANIMAL HOSPI	5334630322	ANIMAL CARE	08/05/2024	36.76	.00	
1505	SPRING CREEK ANIMAL HOSPI	5334630323	ANIMAL CARE	08/05/2024	71.69	.00	
Total 1505:					659.34	.00	
6838	SPSC POA - South Park Services	080124	WATER AND LOT FEE	08/01/2024	303.82	.00	
Total 6838:					303.82	.00	
6871	STANDARD INSURANCE COMP	073024	VOLUNTARY LIFE JULY 2024	07/30/2024	1,163.46	1,163.46	07/30/2024
6871	STANDARD INSURANCE COMP	073024	VOLUNTARY POLICES JULY 202	07/30/2024	2,553.73	2,553.73	07/30/2024
6871	STANDARD INSURANCE COMP	073024	JULY 2024 STD, LTD AND LIFE	07/30/2024	7,169.49	7,169.49	07/30/2024
Total 6871:					10,886.68	10,886.68	
7227	STEPHENS, TALON	072924	REIMBURSE IT HARDWARE	07/29/2024	69.50	.00	
Total 7227:					69.50	.00	
3989	STINKY PRINTS, INC	75048	WATER VALVE MAPS	07/17/2024	222.96	.00	
3989	STINKY PRINTS, INC	75090	BOND SIGN	07/22/2024	295.40	.00	
3989	STINKY PRINTS, INC	75137	BLUESPRINTS	07/26/2024	43.75	.00	
Total 3989:					562.11	.00	
7088	STONE, KIRK	080824	SEPTEMBER RENT CANADIAN	08/08/2024	3,087.00	.00	
Total 7088:					3,087.00	.00	
7076	SUSTAINABLE STRATEGIES DC	4041	CONSULTING RETAINER AUGU	07/28/2024	7,500.00	.00	
Total 7076:					7,500.00	.00	
1443	TETON COUNTY CLERK	080224H	HOUSING MONTHLY CONTRIBU	08/02/2024	49,074.83	.00	
1443	TETON COUNTY CLERK	080224PR	PARK AND REC MONTHLY CON	08/02/2024	243,267.50	.00	
Total 1443:					292,342.33	.00	
2113	TETON COUNTY HOUSING AUT	080824	deposit Aidan Wolynn unit 22	08/08/2024	200.00	.00	
2113	TETON COUNTY HOUSING AUT	080824	Deposit Ethan Rosenberger Unit 3	08/08/2024	2,684.00	.00	
2113	TETON COUNTY HOUSING AUT	080824	deposit Brigid Bourque unit 11	08/08/2024	940.00	.00	
2113	TETON COUNTY HOUSING AUT	080824	deposit Mihaela Grosu unit 22	08/08/2024	300.00	.00	
2113	TETON COUNTY HOUSING AUT	080824	deposit unit 16 catherine angela jo	08/08/2024	990.00	.00	
2113	TETON COUNTY HOUSING AUT	080824	Deposit Elizabeth Langley unit 1	08/08/2024	2,400.00	.00	
2113	TETON COUNTY HOUSING AUT	080824	rent unit 16 catherine angela jone	08/08/2024	990.00	.00	
2113	TETON COUNTY HOUSING AUT	080824	deposit sophie spence unit 26	08/08/2024	50.00	.00	
2113	TETON COUNTY HOUSING AUT	080824	deposit sophine spence unit 26	08/08/2024	1,140.00	.00	
2113	TETON COUNTY HOUSING AUT	080824	deposit Hank Graham Unit 19	08/08/2024	400.00	.00	
Total 2113:					10,094.00	.00	
581	TETON COUNTY INTEGRATED	080624	DISPOSABLE BAG FEE 2ND QU	08/06/2024	29,398.82	.00	
581	TETON COUNTY INTEGRATED	682851	DUMP FEE	07/23/2024	60.00	.00	
Total 581:					29,458.82	.00	
1614	TETON COUNTY-FUND 10	080624D	JULY DISPATCH	08/06/2024	56,448.64	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
1614	TETON COUNTY-FUND 10	080624EM	july EMERGENCY MANAGEMEN	08/06/2024	10,750.45	.00	
1614	TETON COUNTY-FUND 10	080624P	JULY PATHWAYS	08/06/2024	16,911.84	.00	
1614	TETON COUNTY-FUND 10	080624PL	JULY PLANNING	08/06/2024	8,512.47	.00	
1614	TETON COUNTY-FUND 10	080624PL	JULY PLANNING	08/06/2024	6,017.44	.00	
Total 1614:					98,640.84	.00	
268	TETON MOTORS INC	5110718	SEAL CONDENSOR	07/29/2024	213.44	.00	
Total 268:					213.44	.00	
3162	TETON TRASH REMOVAL, INC.	24 AUG 874	145 HANSEN TRASH	08/01/2024	114.00	.00	
Total 3162:					114.00	.00	
3955	THOMSON WEST	850562681	INFORMATION CHARGES	08/01/2024	465.07	.00	
3955	THOMSON WEST	850562681	INFORMATION CHARGES	08/01/2024	465.07	.00	
Total 3955:					930.14	.00	
70	THYSSEN KRUPP ELEVATOR C	1000624044	TOWN HALL ELEVATOR	07/23/2024	67,560.16	.00	
70	THYSSEN KRUPP ELEVATOR C	3008042257	Parking Garage - yearly elevator s	08/01/2024	4,443.31	.00	
70	THYSSEN KRUPP ELEVATOR C	5002530934	ELEVATOR SERVICE	07/24/2024	1,159.00	.00	
Total 70:					73,162.47	.00	
4046	TIMBERLINE CONCRETE	11850	THRUST BLOCKS	07/03/2024	281.25	.00	
4046	TIMBERLINE CONCRETE	11850	THRUST BLOCKS	07/03/2024	281.25	.00	
Total 4046:					562.50	.00	
6363	TMSC LLC	2024-005-11 C	wash bay water heater	08/06/2024	2,365.40	.00	
6363	TMSC LLC	2024-005-11 F	ZOLO OFFICE LIGHTS	08/06/2024	987.37	.00	
6363	TMSC LLC	2024-005-11 F	DELONEY STREET	08/06/2024	589.00	.00	
6363	TMSC LLC	2024-005-11 F	SWITCH	08/06/2024	806.75	.00	
6363	TMSC LLC	2024-005-11 F	155 E PEARL	08/06/2024	895.20	.00	
6363	TMSC LLC	2024-005-11 F	WWTP	08/06/2024	1,295.78	.00	
6363	TMSC LLC	2024-005-11 S	SNOW KING HOUSING	08/06/2024	158.25	.00	
Total 6363:					7,097.75	.00	
7483	TODAY CASH	080824	garnishment 2831795 gable	08/08/2024	170.28	170.28	08/08/2024
Total 7483:					170.28	170.28	
7284	UCM DIGITAL HEALTH, INC	073024	JULY 2024 PREMIUM	07/30/2024	962.00	962.00	07/30/2024
Total 7284:					962.00	962.00	
7361	US HOMES LLC	080824	SEPTEMBER RENT	08/08/2024	1,560.00	.00	
Total 7361:					1,560.00	.00	
5072	VALENTINE, B. TYLER	081224	TRAVEL EXPENSES	08/12/2024	236.00	.00	
Total 5072:					236.00	.00	
5022	VISION SERVICE PLAN - (WY)	073024	JULY 2024 PREMIUM	07/30/2024	1,765.00	1,765.00	07/30/2024

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
Total 5022:					1,765.00	1,765.00	
7330	VOICES JACKSON HOLE	063024	4TH QUARTER	06/30/2024	6,042.50	.00	
Total 7330:					6,042.50	.00	
563	WESTBANK SANITATION	4587424T022	305 w snow king	08/01/2024	230.03	.00	
Total 563:					230.03	.00	
1640	WESTERN STATE	IN002862536	PLATE AND SPACER	07/22/2024	1,384.54	.00	
1640	WESTERN STATE	IN002866811	SERVICE CALL	07/25/2024	1,148.46	.00	
1640	WESTERN STATE	IN002866815	SERVICE CALL	07/25/2024	1,148.46	.00	
1640	WESTERN STATE	IN002866957	SREVICE CALL	07/25/2024	1,098.81	.00	
1640	WESTERN STATE	IN002866965	SERVICE CALL	07/25/2024	1,048.46	.00	
1640	WESTERN STATE	IN002867052	SERVICE CALL	07/25/2024	501.66	.00	
1640	WESTERN STATE	IN002869360	SERVICE CALL	07/26/2024	501.66	.00	
1640	WESTERN STATE	IN002869364	SERVICE CALL	07/26/2024	498.36	.00	
1640	WESTERN STATE	IN002869366	SERVICE CALL	07/26/2024	1,048.46	.00	
1640	WESTERN STATE	IN002869369	SERVICE CALL	07/26/2024	1,069.76	.00	
1640	WESTERN STATE	IN002870567	SREVICE CALL	07/29/2024	1,049.16	.00	
1640	WESTERN STATE	IN002870576	SERVICE CALL	07/29/2024	1,090.21	.00	
1640	WESTERN STATE	IN002870649	SERVICE CALL	07/29/2024	1,048.46	.00	
1640	WESTERN STATE	IN002870653	SERVICE CALL	07/29/2024	1,047.76	.00	
1640	WESTERN STATE	IN002870659	SERVICE CALL	07/29/2024	1,078.46	.00	
1640	WESTERN STATE	IN002870664	SERVICE CALL	07/29/2024	1,039.16	.00	
1640	WESTERN STATE	IN002870672	SERVICE CALL	07/29/2024	1,098.46	.00	
1640	WESTERN STATE	IN002870721	SERVICE CALL	07/29/2024	1,056.56	.00	
Total 1640:					17,956.86	.00	
472	WHITE GLOVE CLEANING, INC.	2023B	350 N MILLWARD	07/31/2024	396.00	.00	
472	WHITE GLOVE CLEANING, INC.	2043B	455 VINE	07/31/2024	445.50	.00	
472	WHITE GLOVE CLEANING, INC.	9508	JANITORIAL SERVICES	03/31/2024	1,500.00	.00	
472	WHITE GLOVE CLEANING, INC.	9753	TRASH	07/31/2023	256.13	.00	
472	WHITE GLOVE CLEANING, INC.	9753	SHELTERS	07/31/2023	2,902.00	.00	
Total 472:					5,499.63	.00	
6117	WILSON, JOHN	080824	SEPTEMBER RENT	08/08/2024	2,200.00	.00	
Total 6117:					2,200.00	.00	
4493	WRIGHT, JASON	072924	REIMBURSE IT HARDWARE	07/29/2024	69.50	.00	
Total 4493:					69.50	.00	
4139	WY WORKERS' SAFETY & COM	073124	AUGUST PREMIUM	07/31/2024	22,576.53	22,576.53	07/31/2024
Total 4139:					22,576.53	22,576.53	
79	WYOMING DEPARTMENT OF E	073124	2nd QTR SUTA	07/31/2024	3,375.06	3,375.06	07/31/2024
Total 79:					3,375.06	3,375.06	
4198	WYOMING FIRST AID & SAFETY	80007527	first aid kit resupply	08/01/2024	118.20	.00	
4198	WYOMING FIRST AID & SAFETY	80007531	first aid kit resupply	08/01/2024	209.95	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
Total 4198:					328.15	.00	
406	WYOMING LAW ENFORCEMEN	080224	OET FEE JULY 2024	08/02/2024	110.00	.00	
Total 406:					110.00	.00	
329	WYOMING RETIREMENT SYST	3111462963	JULY CONTRIBUTIONS	07/31/2024	186,629.79	186,629.79	07/31/2024
Total 329:					186,629.79	186,629.79	
1764	WYOMING.COM INC	2225950	DOMAIN HOSTING	08/05/2024	5.00	.00	
Total 1764:					5.00	.00	
3767	XYLEM CCI	401354382	SUPPLES	07/29/2024	10,981.06	.00	
Total 3767:					10,981.06	.00	
2842	YELLOW IRON EXCAVATION, LL	240731055466	940 SIMON	07/31/2024	40.00	.00	
2842	YELLOW IRON EXCAVATION, LL	240731055610	455 VINE	07/31/2024	.00	.00	
2842	YELLOW IRON EXCAVATION, LL	240731055777	155 E PEARL	07/31/2024	175.00	.00	
2842	YELLOW IRON EXCAVATION, LL	240731055791	400 WEST SNOW KING	07/31/2024	720.00	.00	
2842	YELLOW IRON EXCAVATION, LL	240731055868	3150 ADAMS CANYON	07/31/2024	180.00	.00	
2842	YELLOW IRON EXCAVATION, LL	240731055870	55 KARNS	07/31/2024	225.00	.00	
2842	YELLOW IRON EXCAVATION, LL	240731055876	150 EAST PEARL	07/31/2024	225.00	.00	
2842	YELLOW IRON EXCAVATION, LL	240731055879	675 WEST SNOW KING	07/31/2024	400.00	.00	
Total 2842:					1,965.00	.00	
Grand Totals:					1,395,482.80	386,723.45	

Dated: _____

Mayor: _____

City Council: _____

City Recorder: _____

City Treasurer: _____

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
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Report Criteria:

- Detail report.
- Invoices with totals above \$0 included.
- Paid and unpaid invoices included.

**TOWN OF JACKSON
MUNICIPAL COURT
MONTHLY FINANCE REPORT FOR JULY 2024**

During the month of July, the Court received \$24,604 in fines, costs, and fees.

35 cases were dismissed: 19 parking violations.

354 charges were filed: 266 parking violations, 88 summons.

The abbreviations used below are: BF= Bond Forfeiture (includes \$10.00 court cost and fees), GP=Guilty Plea and Fine, NC= No Contest Plea and Fine, G=Found Guilty at Trial, NG=Found Not Guilty at Trial, R=Restitution, CS=Community Service, DP=Deferred Prosecution, D=Dismissed, D-TS= Dismissed with Traffic School, DA=Deferred Adjudication

CASES CLOSED IN JULY

(Non-Parking listed only):

<u>CITATION</u>	<u>OFFENSE</u>	<u>DISPOSITION</u>	<u>\$</u>
186006286AC	Animal control: Disturbing the peace	BF	100
18642P	Animals at Large	BF	750
186006403AC	Careless Driving	BF	240
186006447AC	Careless Driving	BF	240
186006448AC	Child restraint required - 1st offense	BF	140
186006424AC	Child restraint required - 1st offense	BF	80
186006310AC	Driver & Passenger Req. to wear seat belt	BF	25
186006309AC	Driver & Passenger Req. to wear seat belt	BF	25
186005443AC	Expired temporary permit/improper registration	BF	70
186006457AC	Expired temporary permit/improper registration	BF	140
186006199AC	Failure to Display Taxi Fares	BF	100
186006452AC	Failure to Maintain Lane	BF	90
186006409AC	Failure to Obey Traffic Control Device	BF	140
186006412AC	Failure to yield ROW	BF	90
186006285AC	Failure to yield ROW	BF	90
186006443AC	Following too Close	BF	90
186006308AC	Following too Close	BF	90
186006472AC	Following too Close	BF	90
186006374AC	Improper Display of Tabs-registration	BF	45
186006481AC	Limitations on Backing	BF	90
186006441AC	Limitations on Backing	BF	90
186006440AC	Limitations on Backing	BF	45
186006378AC	Limitations on Backing	BF	90
186006204AC	Limitations on Backing	BF	90
99387N	Marijuana: use and/or possession	BF	250
18025P	Minor in Bar/Use False ID to obtain Alcohol/Malt Beverage	BF	250
18730P	Operator's Permit Required	BF	250
99535N	Public intoxication	BF	135
186005705AC	Public intoxication	BF	135
18426P	Public intoxication	BF	135
186005989AC	Public intoxication	BF	135
185010645AA	Public intoxication	BF	135
186006326AC	Public intoxication	BF	135
18623P	Public intoxication	BF	135
186006259AC	Public intoxication	BF	135
186006258AC	Public intoxication	BF	135
186006502AC	Speeding 39/25	BF	130
186006410AC	Speeding 41/25	BF	140
186006460AC	Speeding 44/30	BF	130
186006469AC	Speeding 48/30	BF	150
186006524AC	Speeding 48/35	BF	125
186006449AC	Speeding 53/30	BF	175
99460N	Speeding faster than reasonable and prudent	BF	250
186006020AC	Speeding urban - 45/30 mph zone	BF	195
186006501AC	Speeding urban - 45/30 mph zone	BF	195
186006415AC	Speeding urban - 47/30 mph zone	BF	209
186006423AC	Speeding urban - 47/30 mph zone	BF	209
99744N	Speeding urban - 51/30 mph zone	BF	267
186006234AC	Speeding urban - 52/30 mph zone	BF	274
186006395AC	Speeding urban - 53/30 mph zone	BF	281
186006121AC	Stop Sign Violation	BF	140
186006490AC	Stop Sign Violation	BF	140
186006200AC	Taxi Vehicle Markings and Signage	BF	300
186005351AC	Unsafe Turning Movement	BF	99
186006327AC	Unsafe Turning Movement	BF	100
03076L	Use of cell phone while driving prohibited	BF	75
186006429AC	Use of cell phone while driving prohibited	BF	85
186006375AC	Use of cell phone while driving prohibited	BF	75
186006454AC	Use of cell phone while driving prohibited	BF	75
186006458AC	Camping/Car Camping on Public Property	D- Per Town's Motion	0
186006340AC	Camping/Car Camping on Public Property	D- Per Town's Motion	0
03077L	Failure to yield ROW	D- Per Town's Motion	0
186005613AC	Interference w/PD: Resisting officer	D- Per Town's Motion	0
18218P	Interference w/PD: Resisting officer	D- Per Town's Motion	0
186006432AC	Possession/consumption of alcohol- minors (18-20)	D- Per Town's Motion	0
186006382AC	Compulsory Auto Insurance	D- Provided Valid Information	0

186006373AC	Compulsory Auto Insurance	D- Provided Valid Information	0
186006388AC	Compulsory Auto Insurance	D- Provided Valid Information	0
186005442AC	Compulsory Auto Insurance	D- Provided Valid Information	0
186006318AC	Compulsory Auto Insurance	D- Provided Valid Information	0
186006359AC	Compulsory Auto Insurance	D- Provided Valid Information	0
186006492AC	Compulsory Auto Insurance	D- Provided Valid Information	0
186006119AC	Failure to Obey Traffic Control Device	D- TS	0
186006439AC	Speeding urban - 45/30 mph zone	D- TS	0
186005022AC	1st off win 10 years-Drive/control veh under infl alcohol concentration 0.08% or more	DA- In Accordance with W.S. 7-13-301 Deferred Adjudication	760
186005198AC	1st off win 10 years-Drive/control veh under infl alcohol concentration 0.08% or more	GP	810
186005402AC	1st off win 10 years-Drive/control veh under infl alcohol concentration 0.08% or more	GP	750

STAFF REPORT



Meeting Date:	August 19, 2024	Meeting Title:	Regular – Consent
Submitting Department:	County Public Works	Presenter:	Charlotte Frei
Agenda Item:	West Jackson Subarea Transportation Study	Public Comment:	Yes

Purpose & Policy Considerations.

The purpose of this item is for the Town Council 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, specifically on High School Road during the AM and PM peaks.

Requested Action.

Staff seeks direction on developing a Travel Demand Management Program, conducting ongoing traffic counts, and developing a nexus approach to determine the appropriate share of transportation improvements to be paid by the Town versus a developer when new development is expected to impact the transportation network.

Note: Staff was initially scheduled to present this item on July 1, 2024 at the Joint Information Meeting; this item was continued, and the motion below passed as written at a July 15, 2024 BCC Workshop.

Recommendations.

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 1 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.

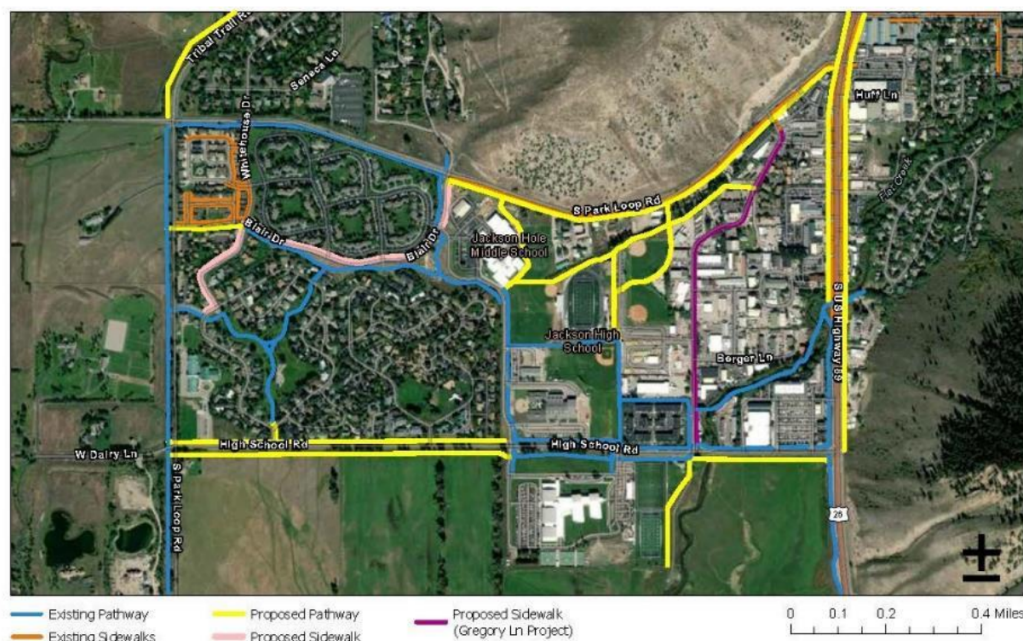


Figure 1. Recommended Active Transportation Network in West Jackson, to be constructed opportunistically through development and through SS4A Implementation

Background.

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 2**) 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 2. 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.

Analysis & Key Policy Questions.

Key Question 1: Is Town Council comfortable with the timeline of waiting until June 2028 to see how traffic conditions evolve on High School Road?

Staff feels that four years is a reasonable timeline for seeing the impacts of Travel Demand Management programs take effect. However, much could change in four years.

Key Question 2: Does Town Council want to clear guidelines regarding shared responsibility for transportation network improvements with developers?

Staff recommends a nexus approach to calculating traffic impacts; a nexus calculation would provide clear direction to developers regarding how much of their transportation impact they are expected to mitigate. Currently agreements for infrastructure improvements at a development are negotiated on a case-by-case basis and may be approved as part of a site plan. Special requirements could still be made in the Development Permit or Conditional Use Permit phases.

Possible Alternatives.

Do nothing or do less: If Council directs staff to do nothing, the County Commission has already directed staff to carry out the motion as written. Specifically, Teton County is funding the new TDM Coordinator position.

Comprehensive Plan & Priority 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 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.

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; this new FTE is currently funded 100% by Teton County. The TDM recommendation below can be carried forward by existing staff and the new FTE, assuming the hiring process is successful. 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 was completed within budget prior to June 30, 2024; 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 extending the end date and increasing the budget.

Attachments or Links.

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

Suggested Motion.

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.

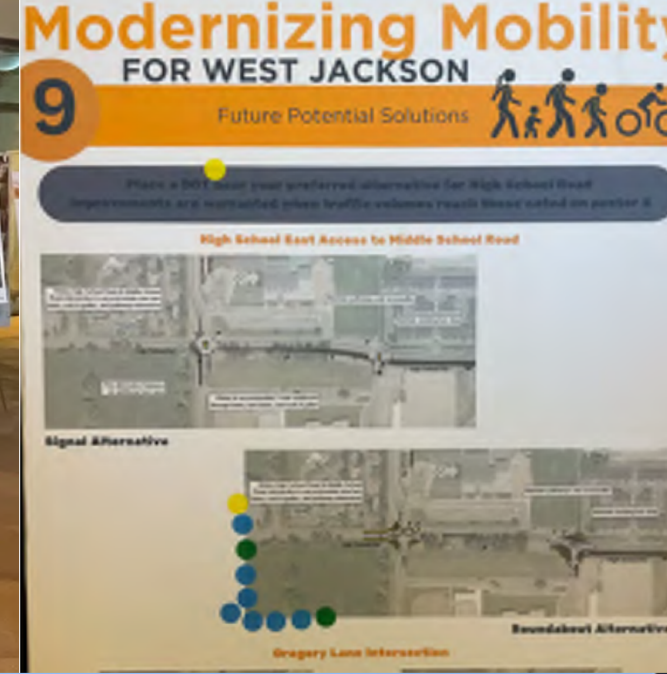
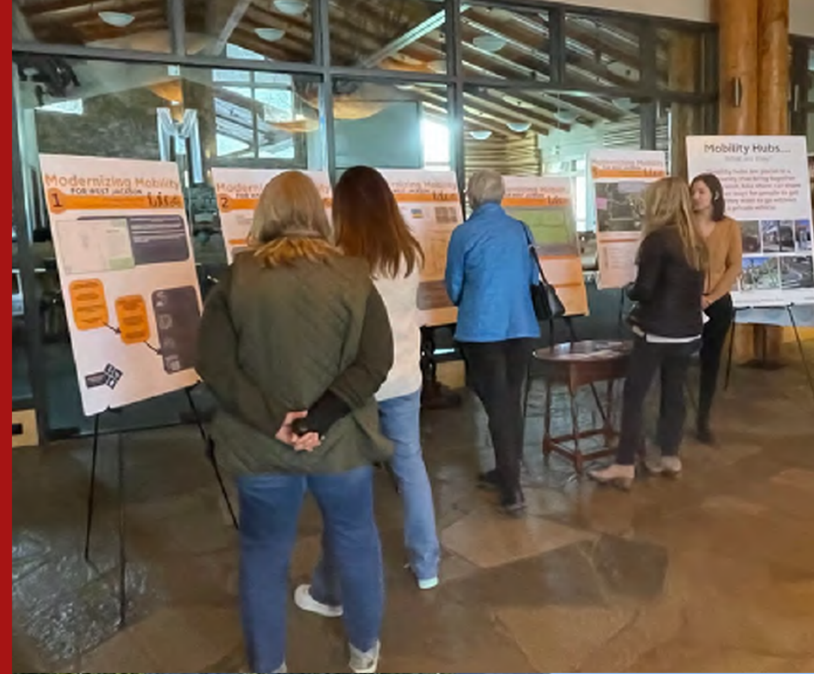


West Jackson Subarea Transportation Plan

Charlotte Frei

July 15, 2024

BCC Voucher Meeting Workshop



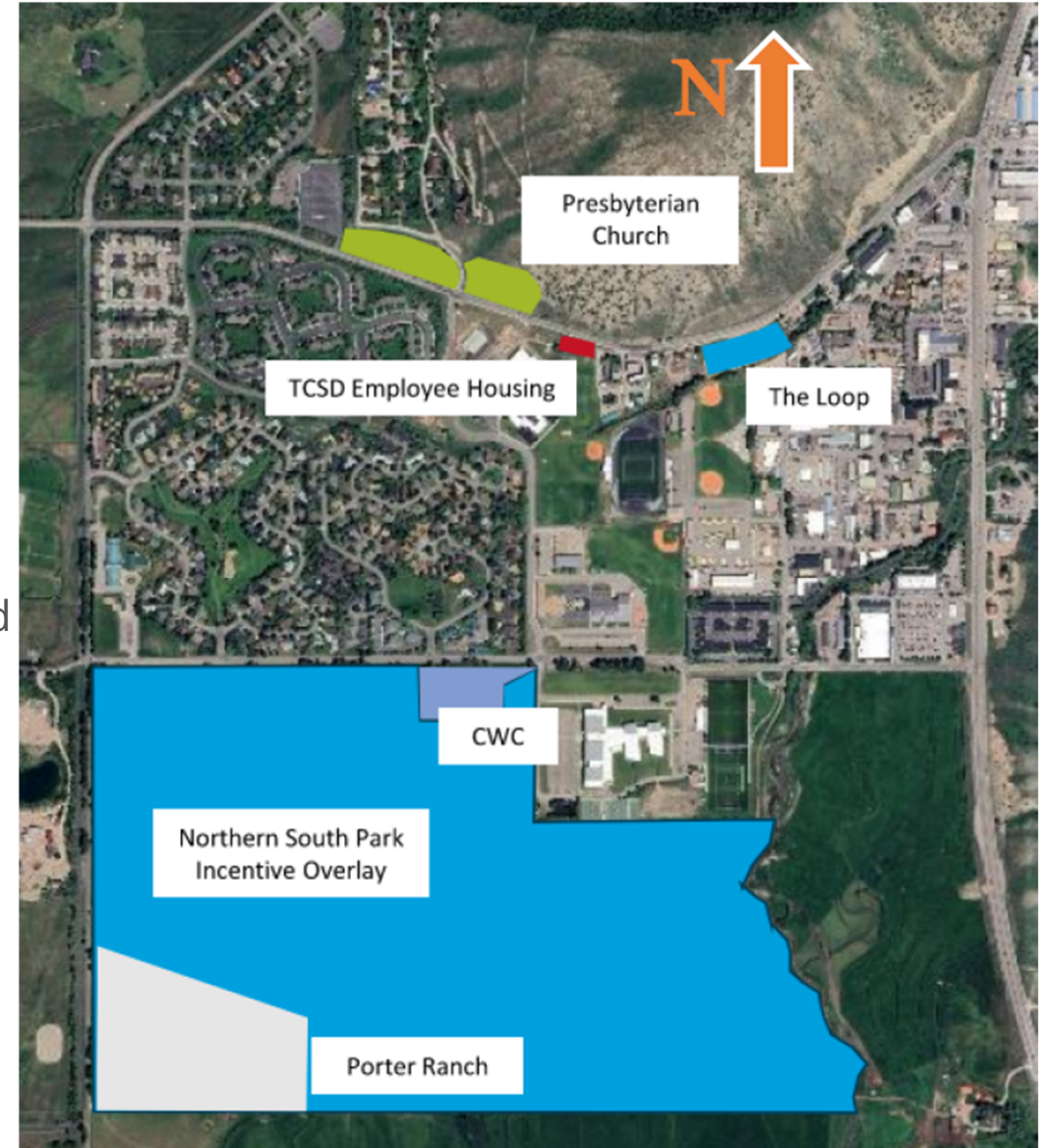
Background/Objectives

- 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 may be needed.

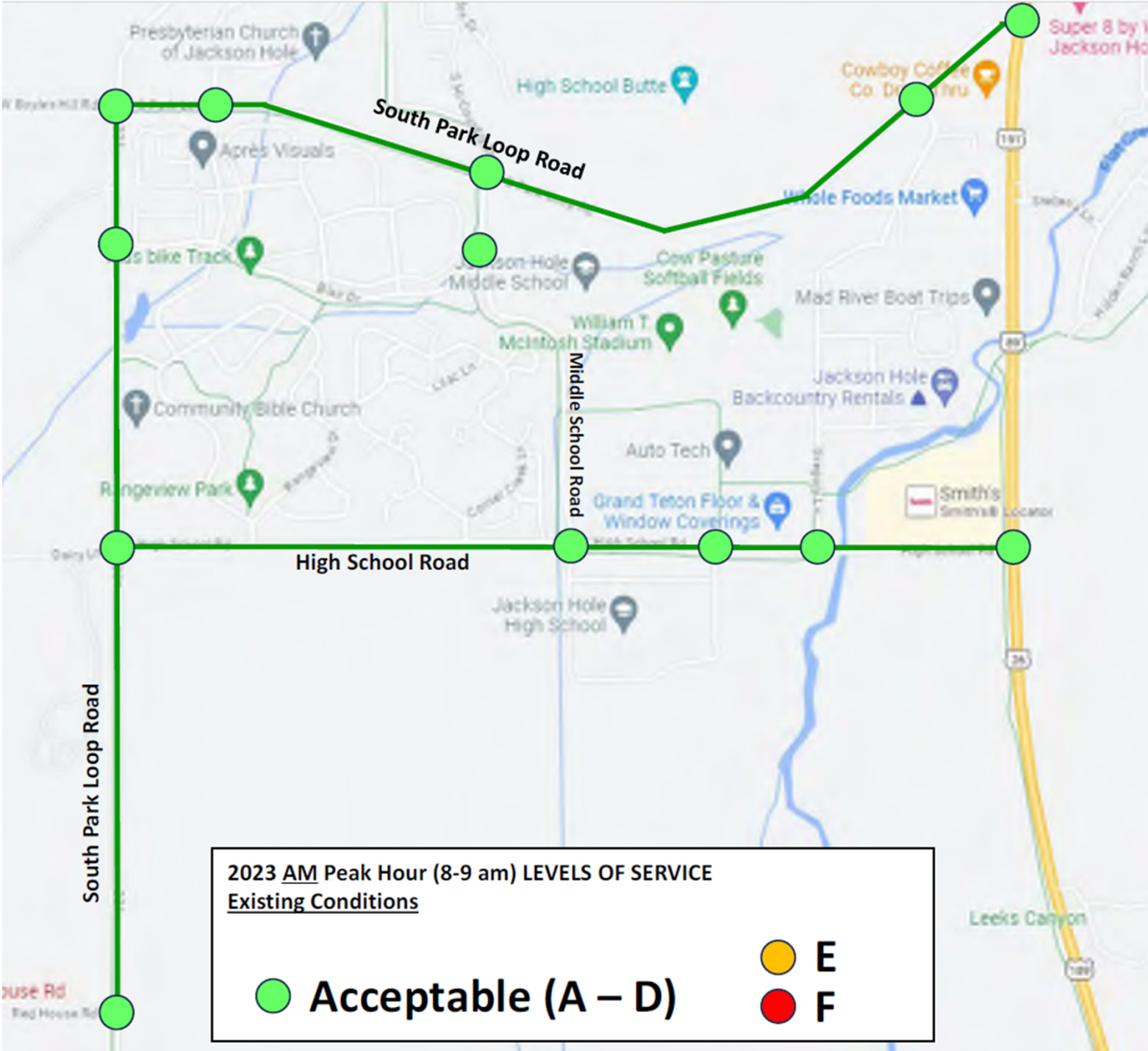


Process

- Phase 1
 - Vehicle, bicycle, and pedestrian count data collection (October 17, 2023)
 - Average daily traffic, vehicle class, and speed profiles
 - Review transportation, land use, and capital plans
 - Crash data and location-based service data analysis
 - January 2024 focus groups with businesses, residents, and students; online questions
- Phase 2
 - Traffic forecast to **2045**
 - Synchro intersection analysis
 - Intersection improvement concepts and conceptual cost estimates
 - May 2024 Digital and in-person open house



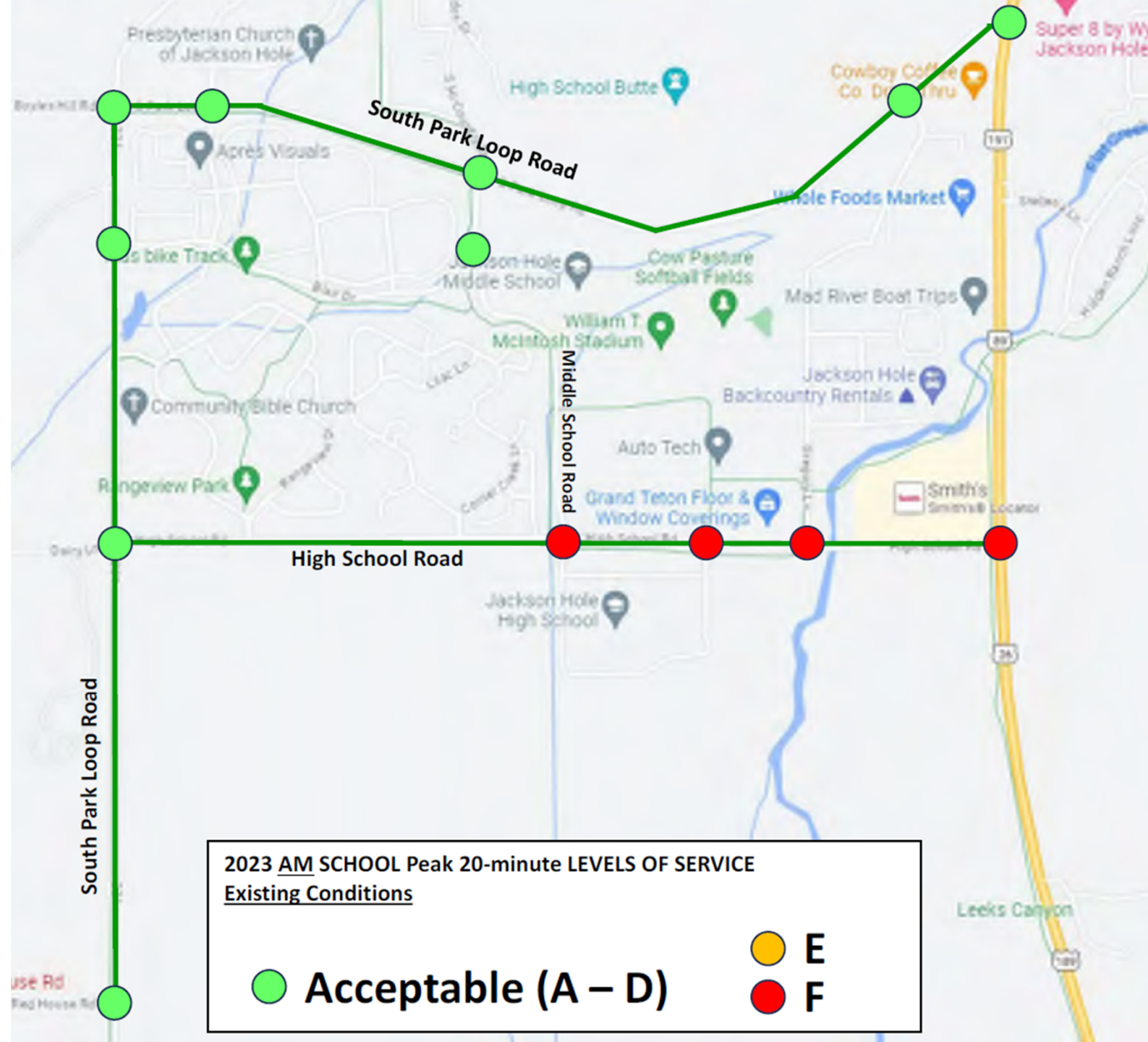
AM Peak Hour



AM Peak 20-minutes

AVERAGE delay of **50+ seconds**, generally on the cross-streets with stop signs

Level of service	Traffic lights	Stop signs /roundabout
	Delay (s/veh)	Delay (s/veh)
A	0-10	0-10
B	10-20	10-15
C	21-35	16-25
D	36-55	26-35
E	56-80	36-50
F	>80	>50



Intersection Volume Improvement 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

Policy Direction

Principle 7.1:

Meet future transportation demand with walk, bike, carpool, transit, and micro-mobility 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)

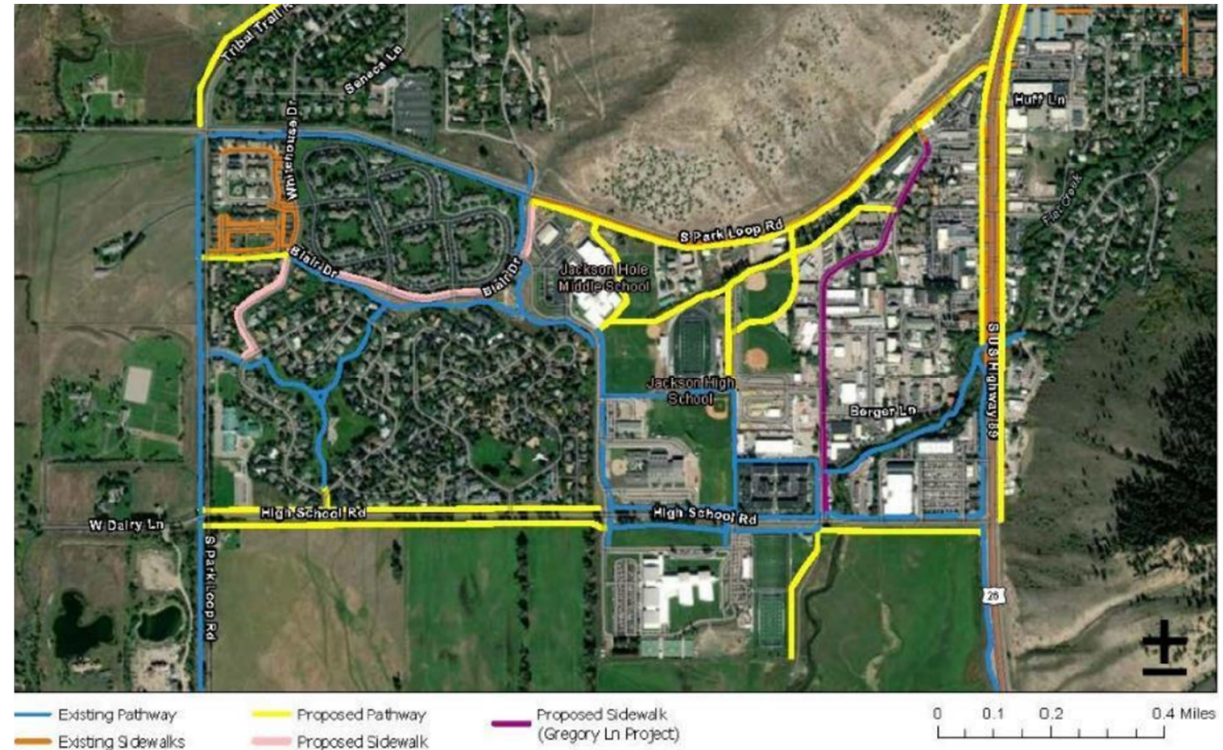
Strategy 7.2.S.5: Consider specific provisions for current planning review to require walk, bike, carpool, and transit components in new development (p CV-3-26).

ITP: maintain and upkeep existing facilities; replace, rehabilitate, and repair existing facilities; and systems operations and demand management before constructing new facilities

Recommendations aligned with Policy

Recommendation

- 1 Develop Travel Demand Management Program
- 2 Establish regular traffic count program (biannual at minimum)
- 3 Emphasize multimodal transportation infrastructure and services through nexus approach >>



Suggested Motion

Town of Jackson: 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

Modernizing Mobility for West Jackson

DRAFT SUMMARY REPORT



Mead
& Hunt



June 20, 2024

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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

Modernizing Mobility for West Jackson

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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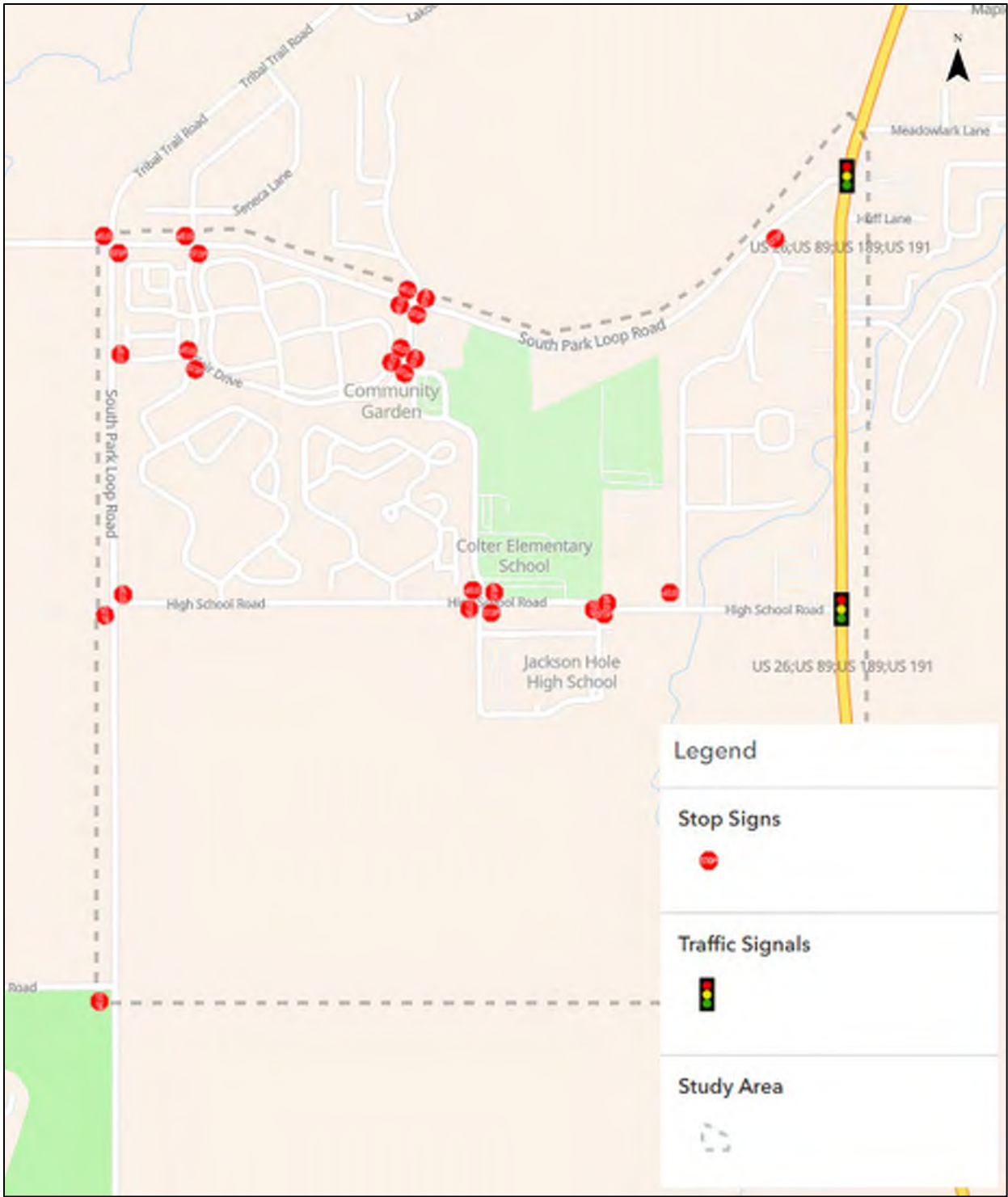


FIGURE 1: STUDY AREA AND TRAFFIC CONTROLS

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FIGURE 2: ROADWAY FUNCTIONAL CLASSIFICATION

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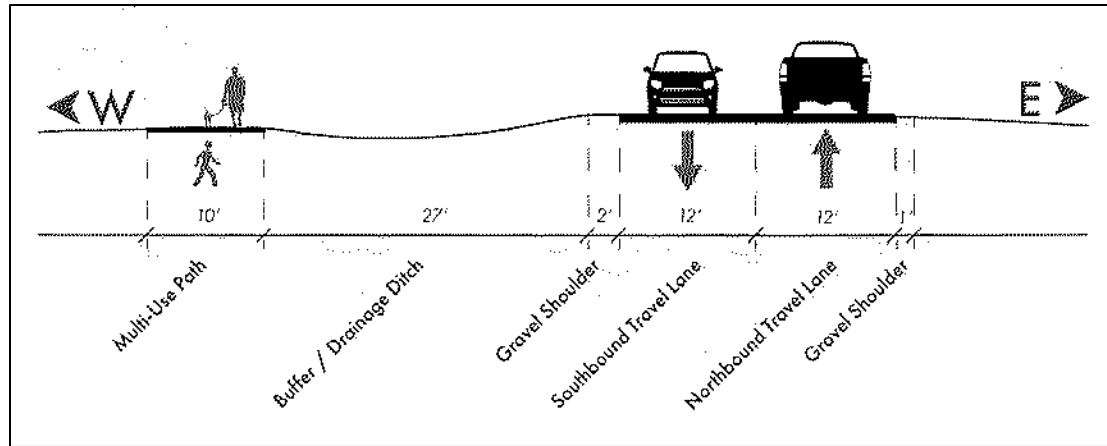


FIGURE 3: TYPICAL SECTION, SOUTH PARK LOOP ROAD (NORTH-SOUTH ORIENTATION)

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.

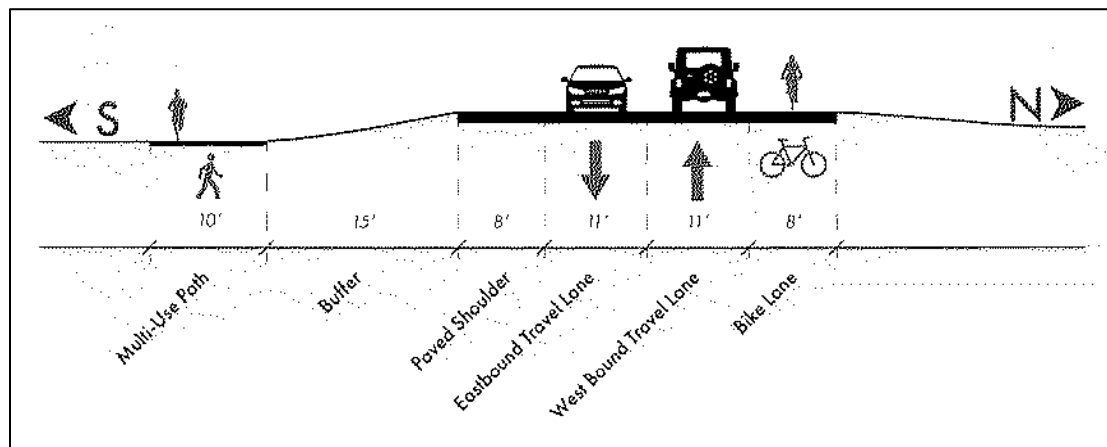


FIGURE 4: TYPICAL SECTION, SOUTH PARK LOOP ROAD (EAST-WEST ORIENTATION)

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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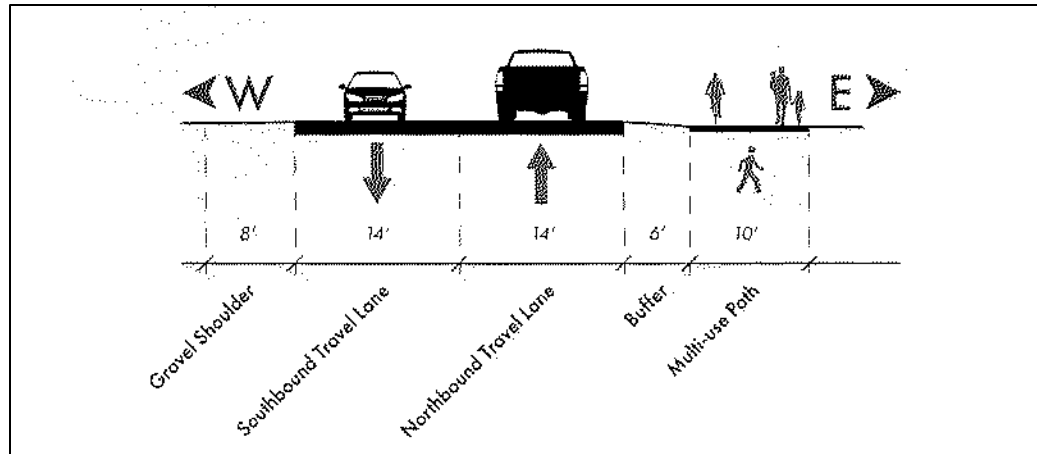


FIGURE 5: TYPICAL SECTION, MIDDLE SCHOOL ROAD

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.

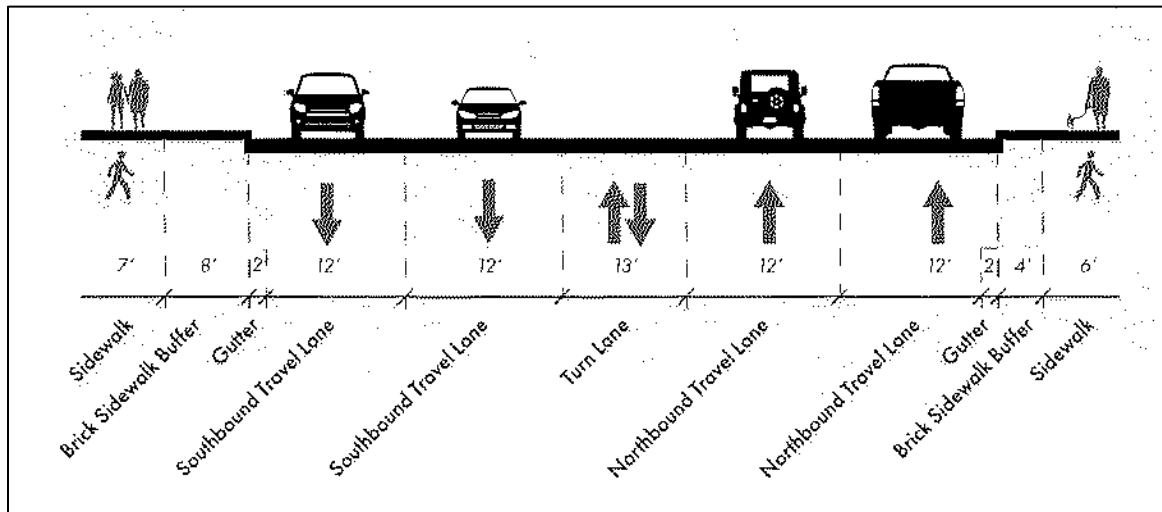


FIGURE 6: TYPICAL SECTION, US-89/BROADWAY

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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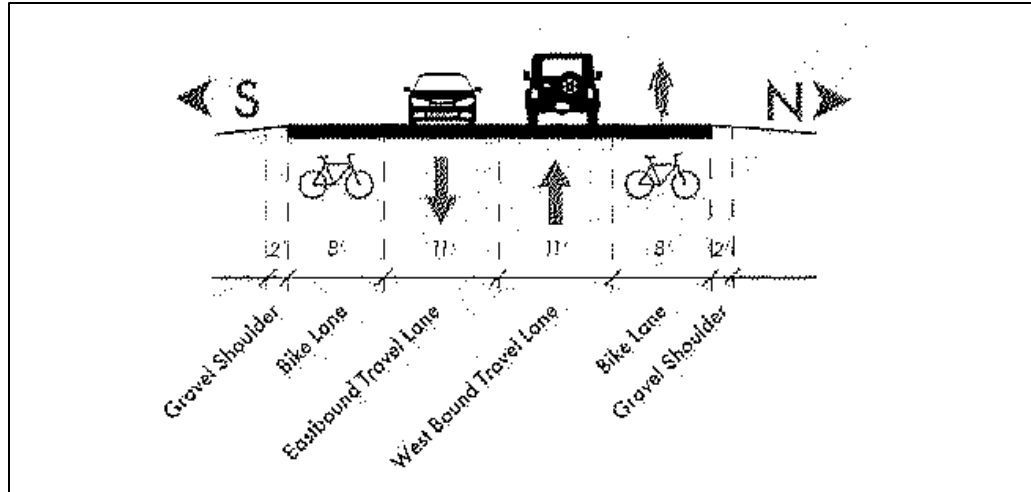


FIGURE 7: TYPICAL SECTION, HIGH SCHOOL RD BETWEEN SOUTH PARK LOOP RD & MIDDLE SCHOOL RD

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.

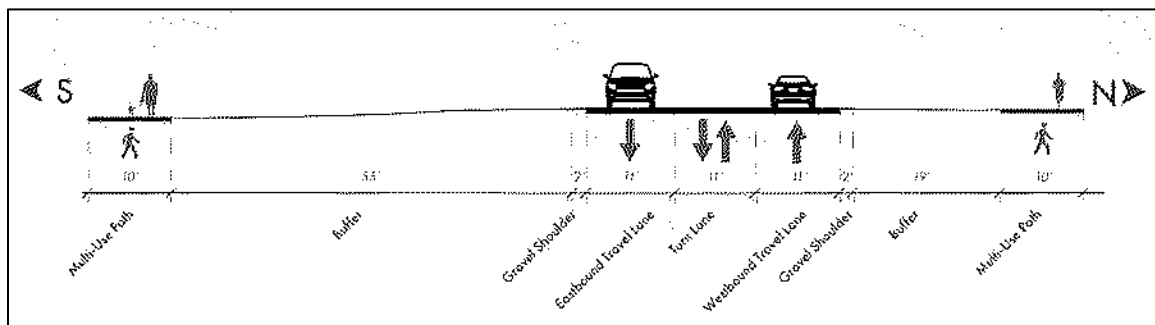


FIGURE 8: TYPICAL SECTION, HIGH SCHOOL ROAD BETWEEN MIDDLE SCHOOL ROAD & GREGORY LANE

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.

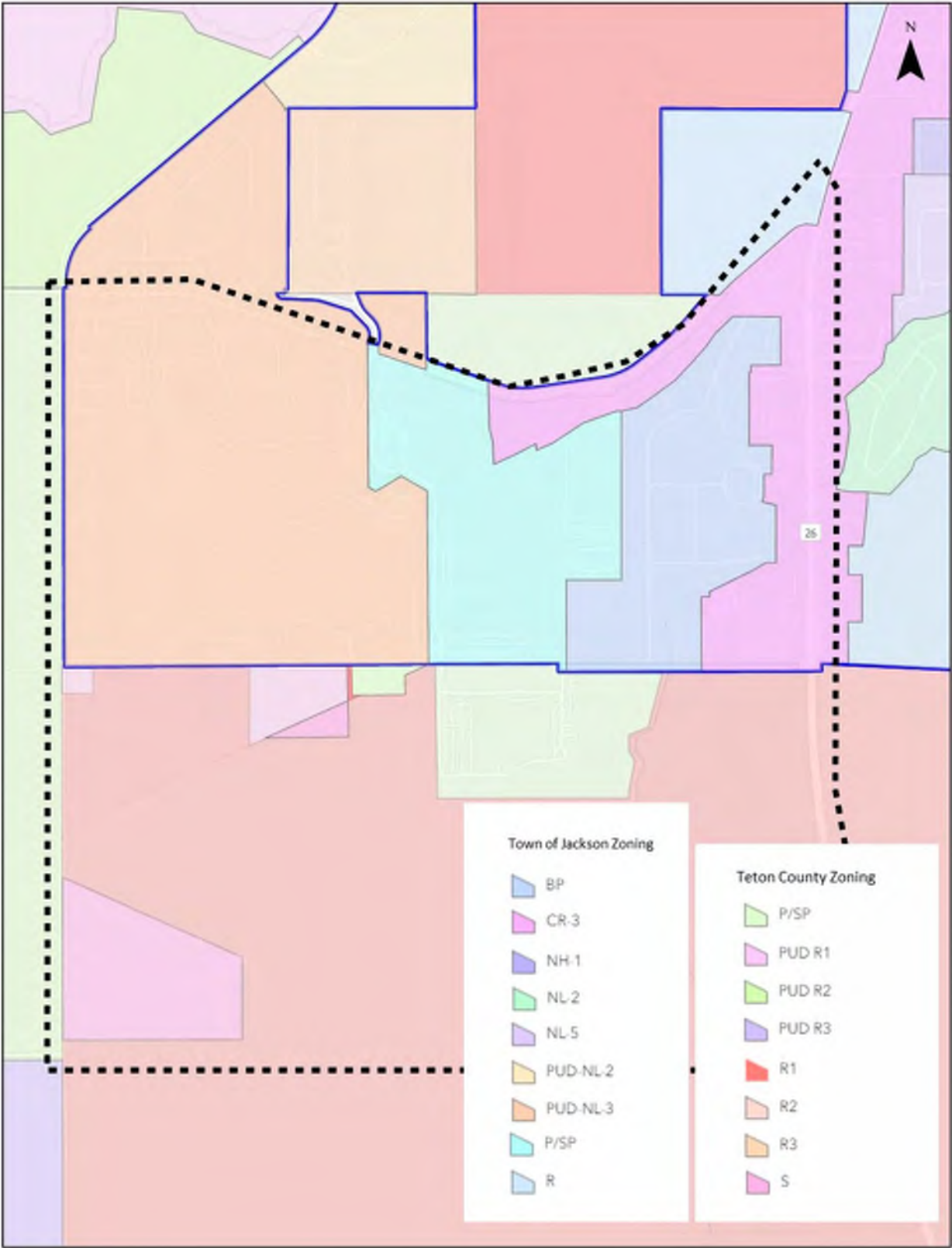


FIGURE 9: TOWN OF JACKSON AND TETON COUNTY ZONING

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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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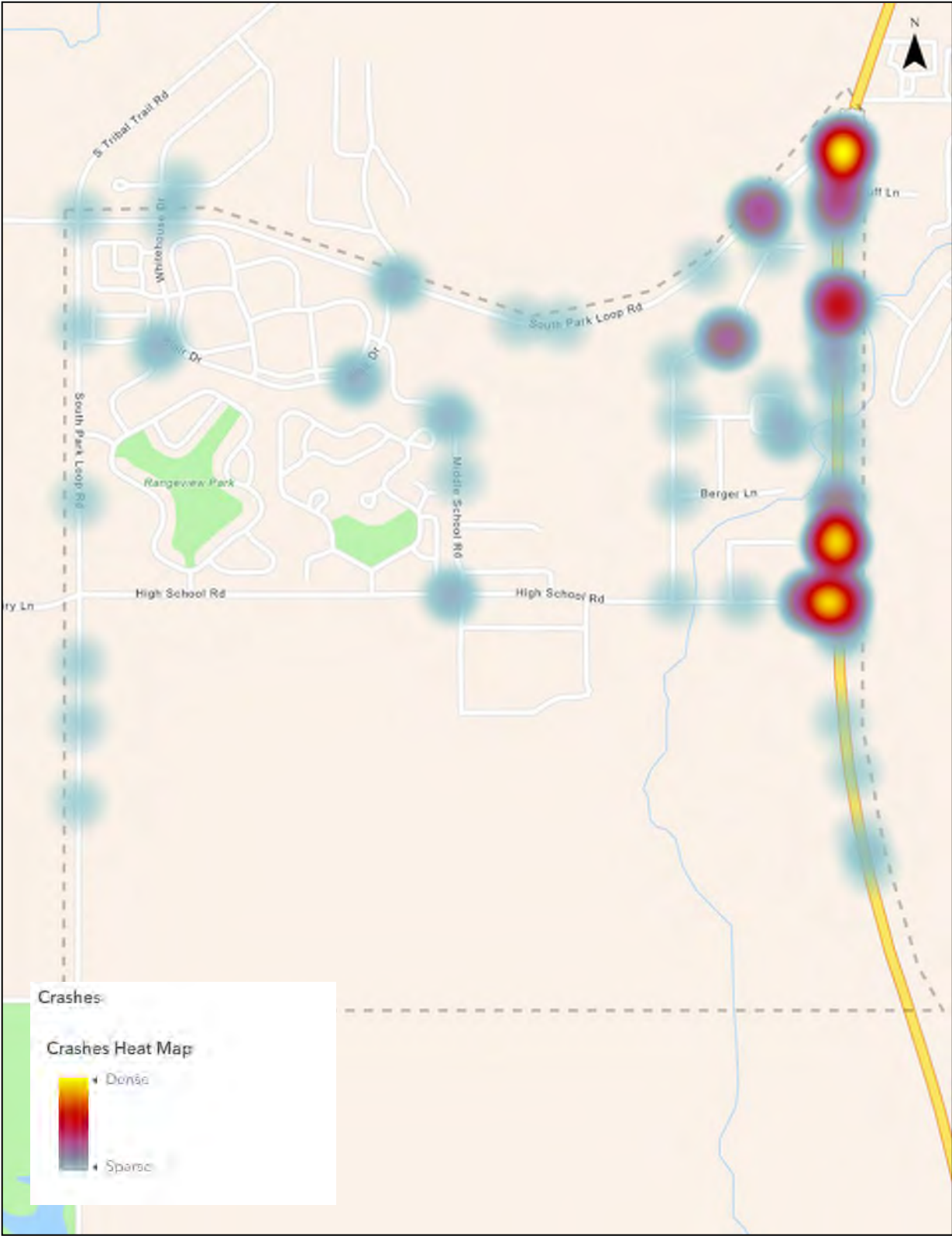


FIGURE 10: HEATMAP OF COMMON CRASH AREAS WITHIN THE WEST JACKSON STUDY AREA

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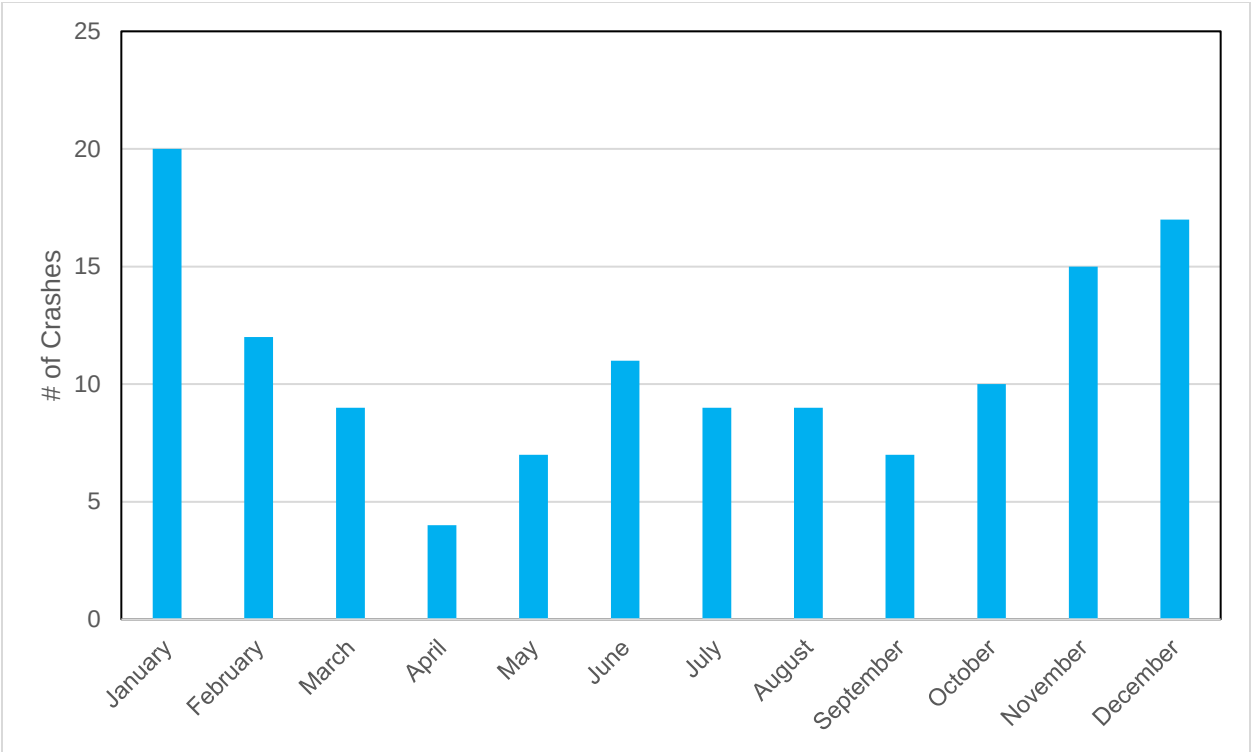


FIGURE 11: CRASH DISTRIBUTION BY MONTH

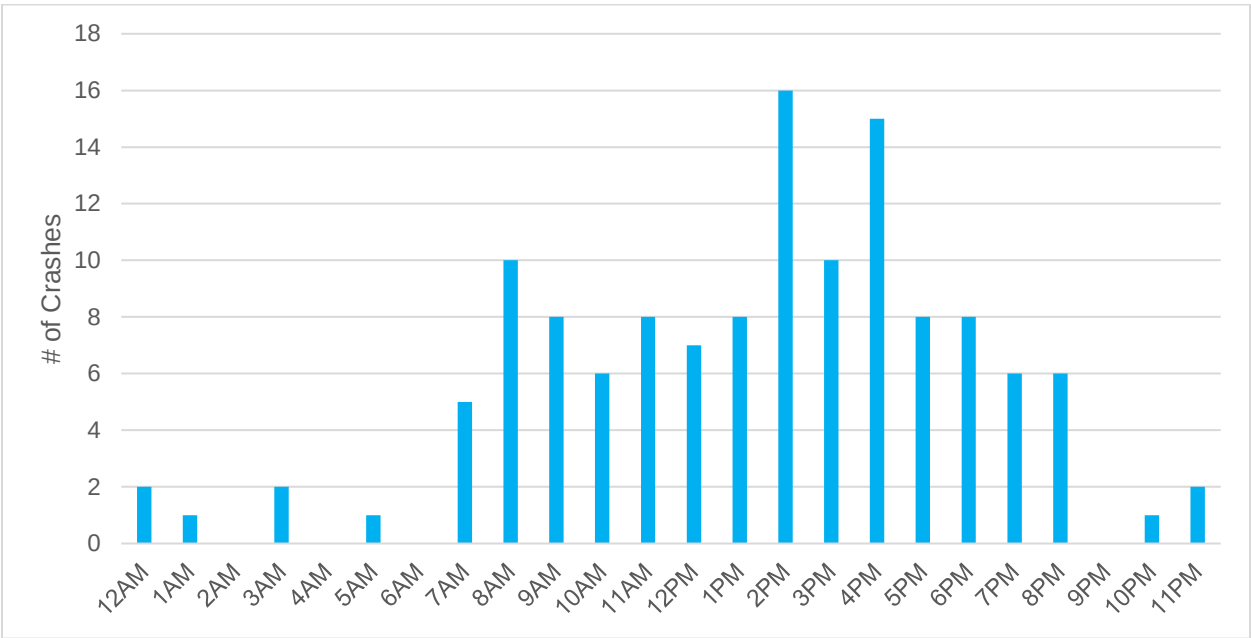


FIGURE 12: CRASH DISTRIBUTION BY HOUR OF DAY

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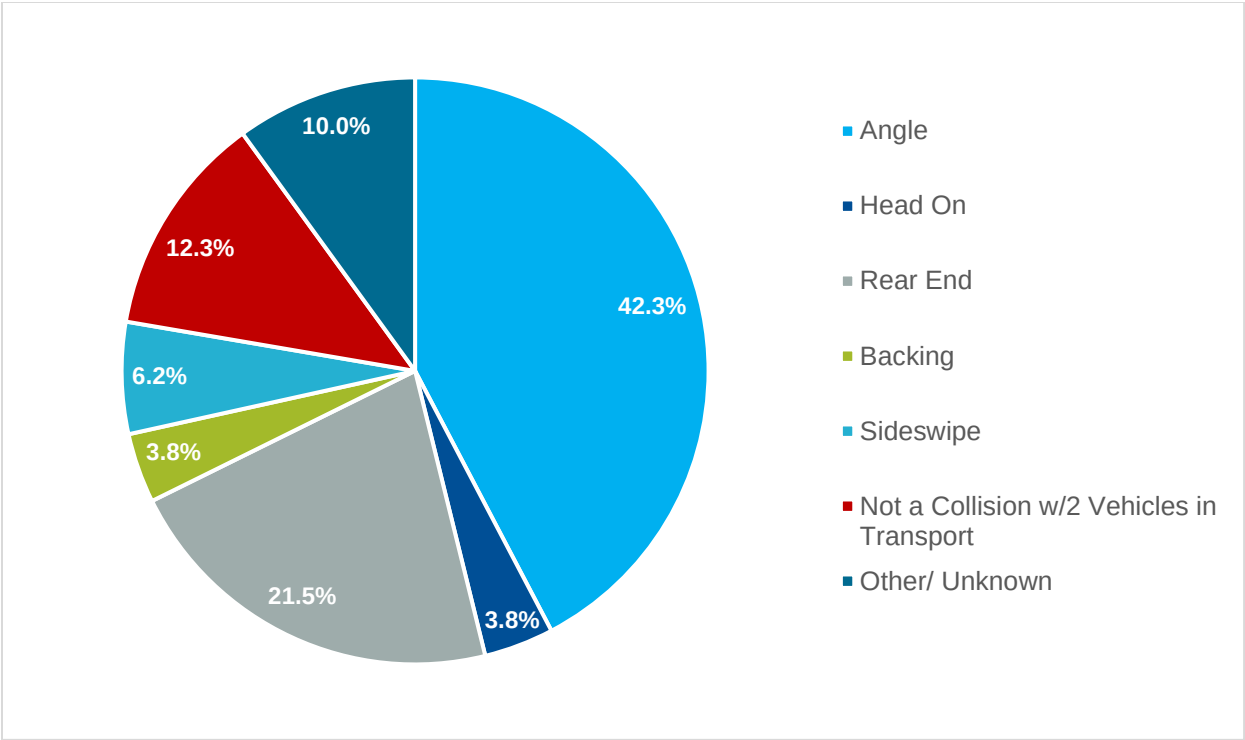


FIGURE 13: BREAKDOWN OF CRASH TYPE

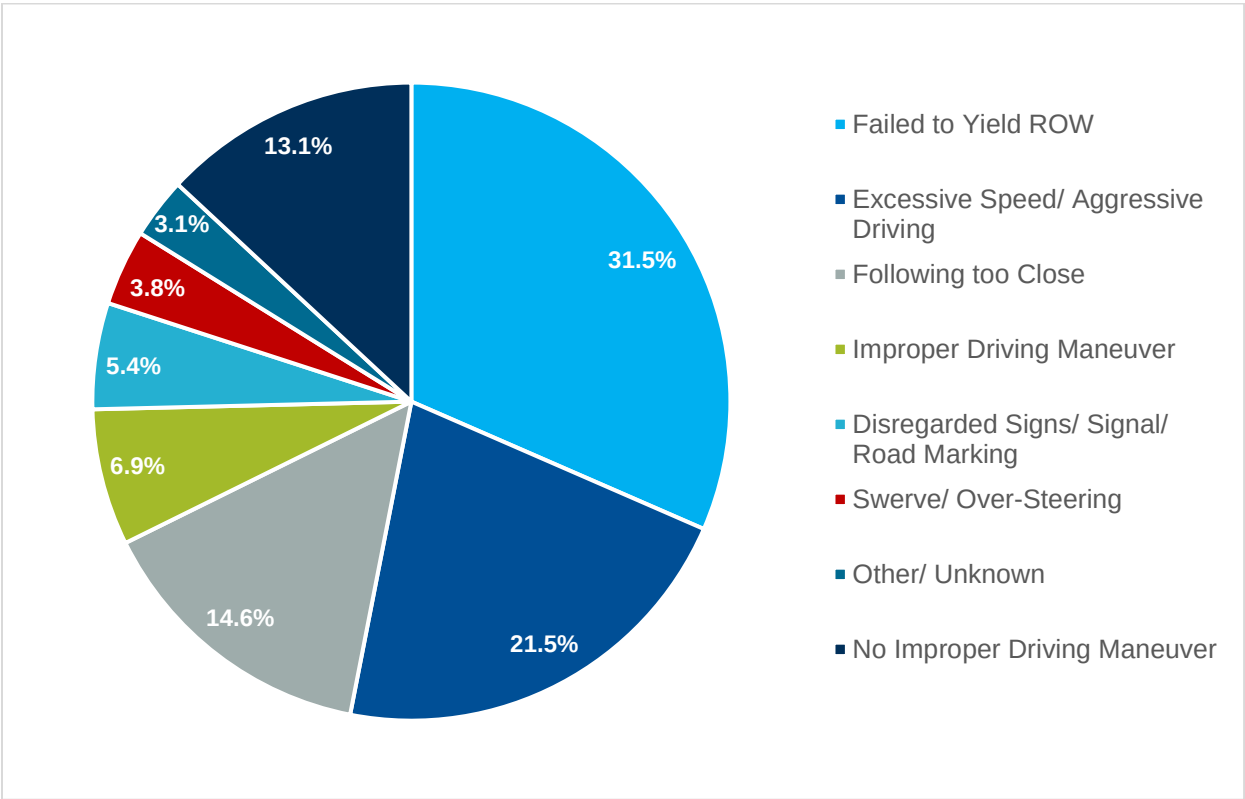


FIGURE 14: CRASHES BY PRIMARY CONTRIBUTING FACTOR

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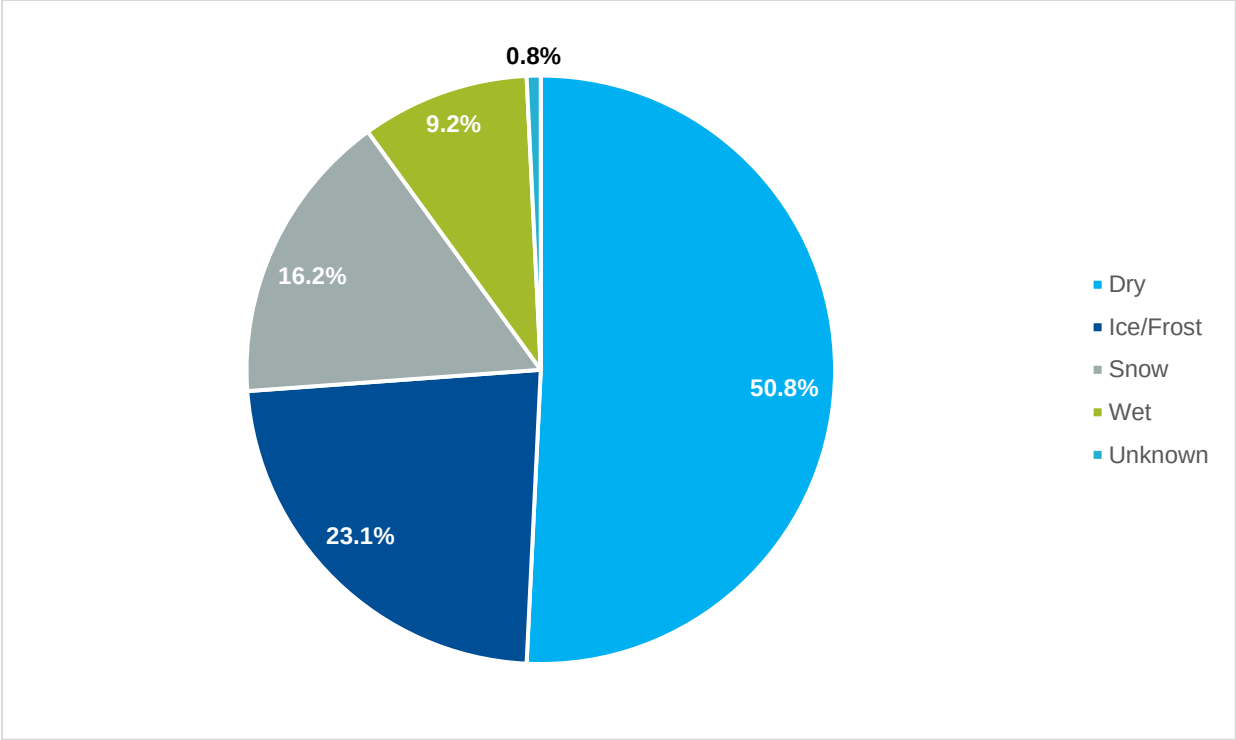


FIGURE 15: CRASHES BY ROADWAY CONDITION

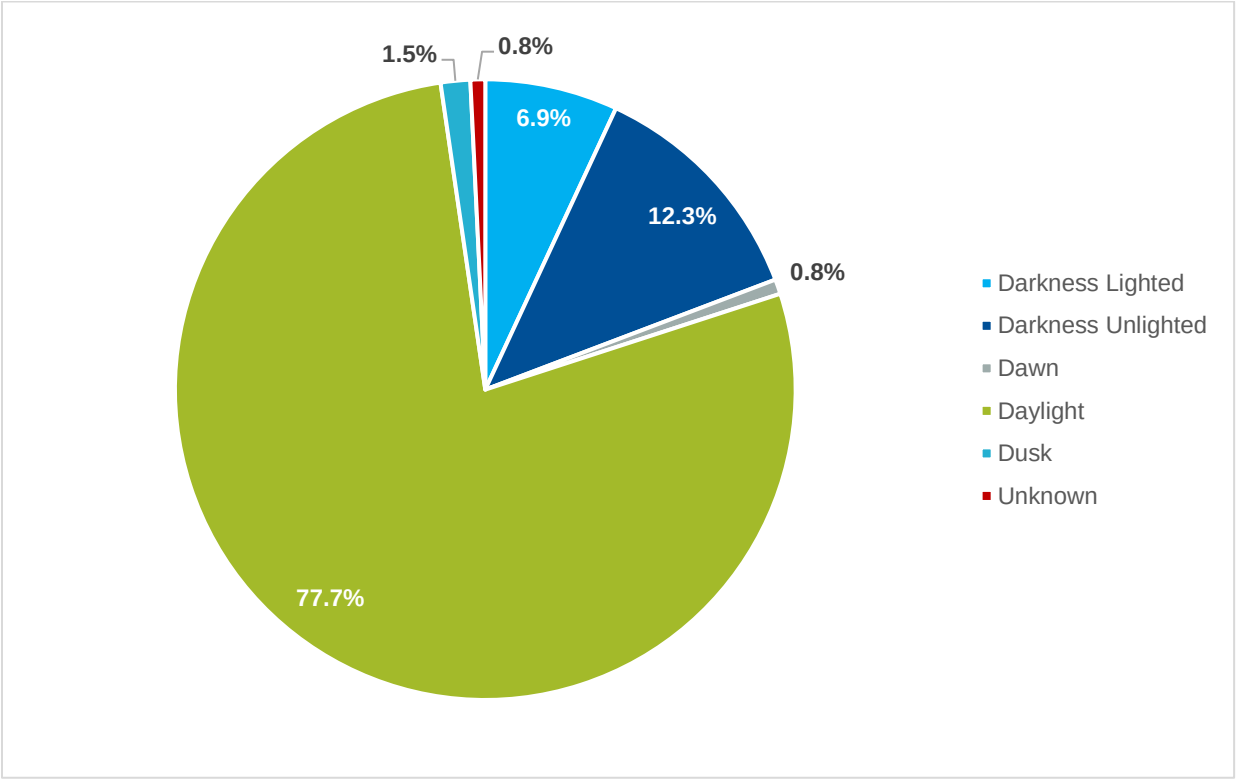


FIGURE 16: CRASHES BY LIGHTING CONDITION

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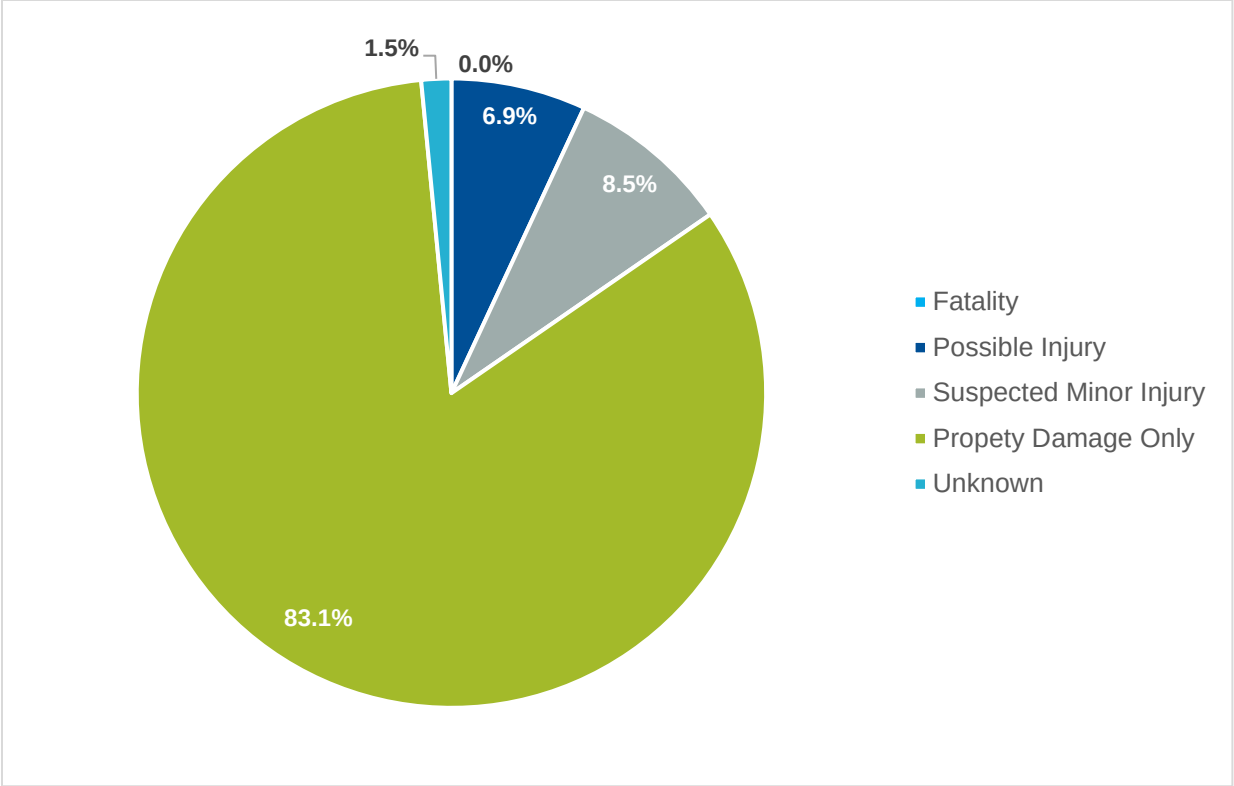


FIGURE 17: CRASHES BY SEVERITY

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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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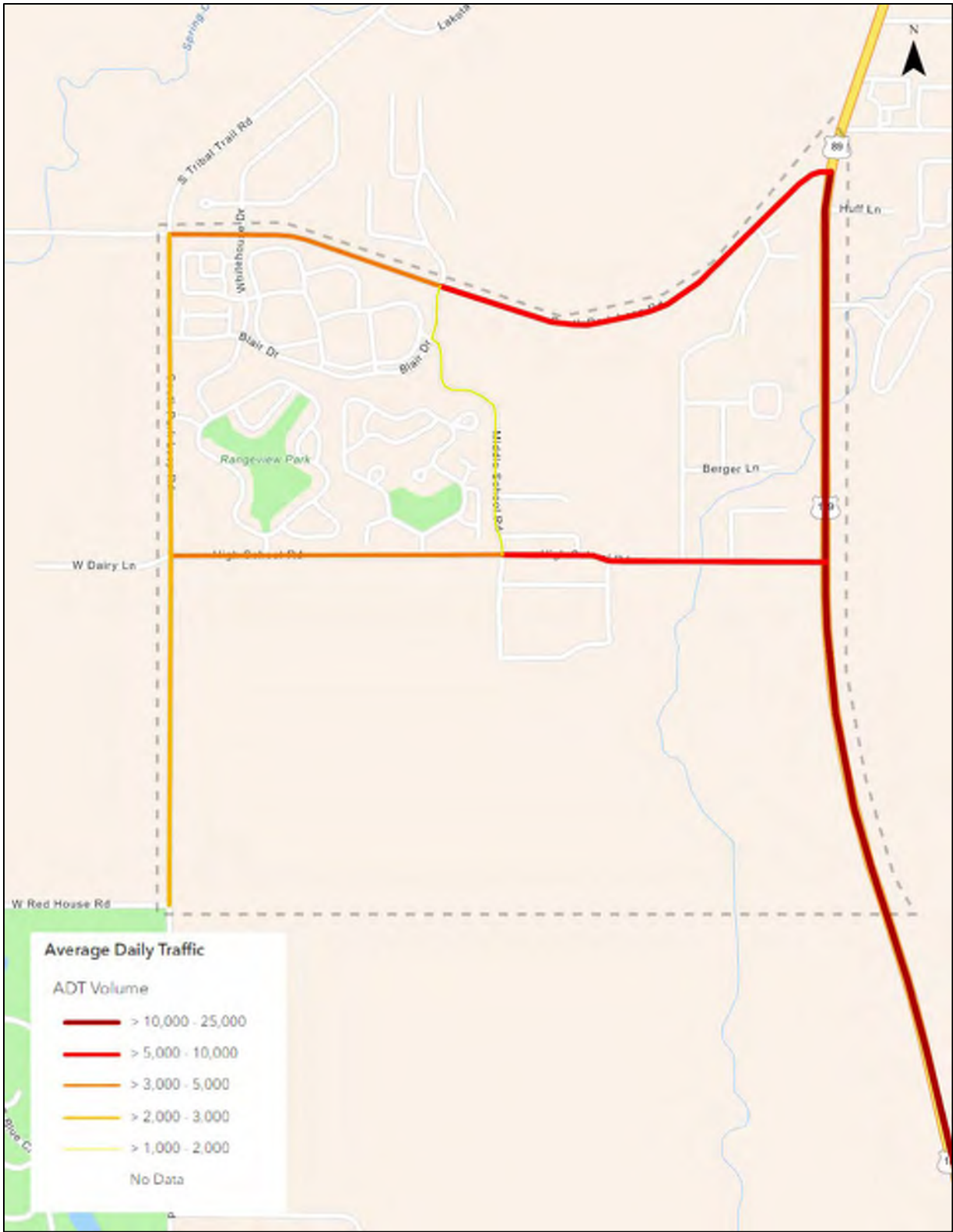


FIGURE 18: BI-DIRECTIONAL ADT ON ROADS WITHIN THE STUDY AREA

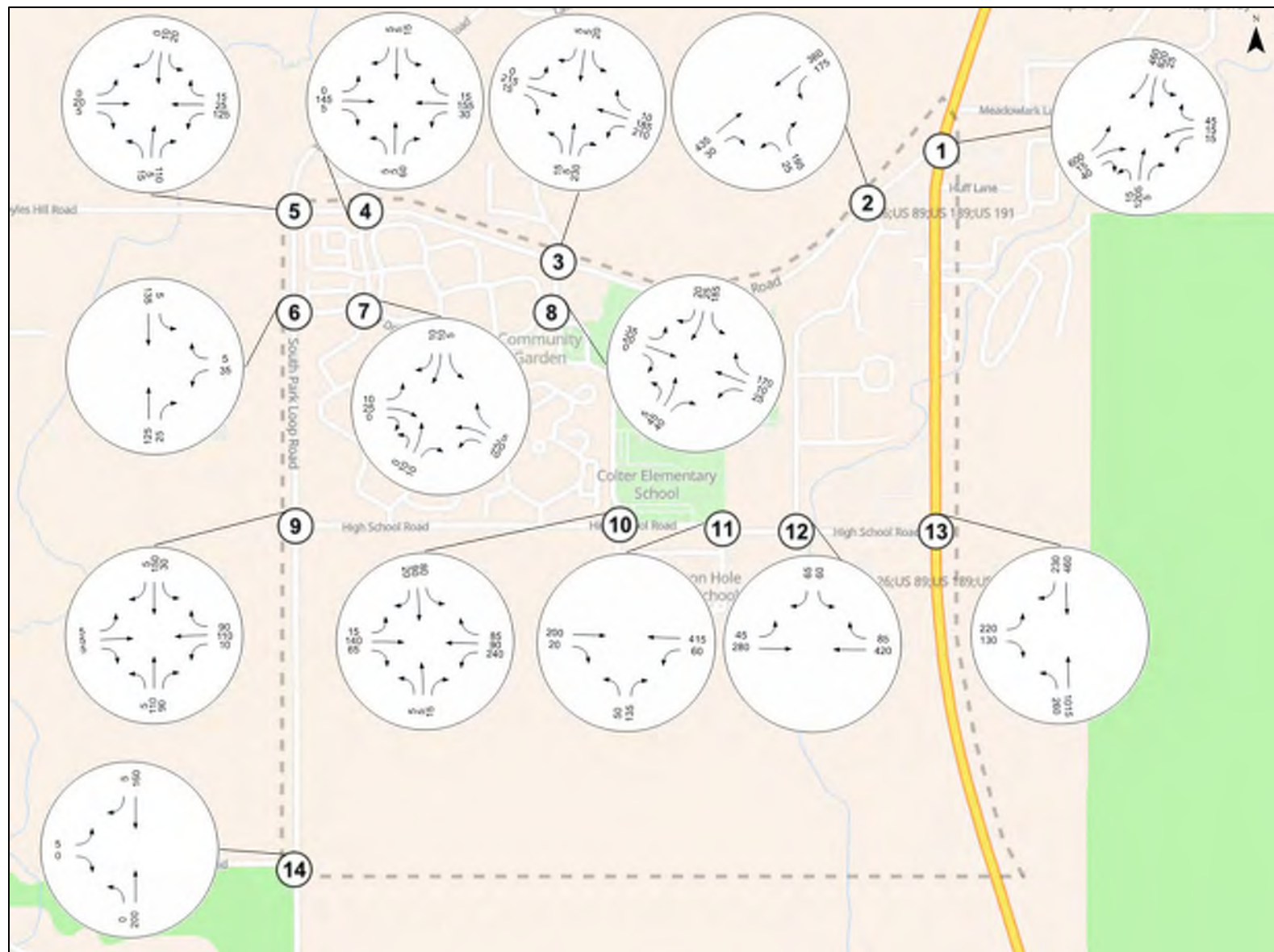


FIGURE 19: AM PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES

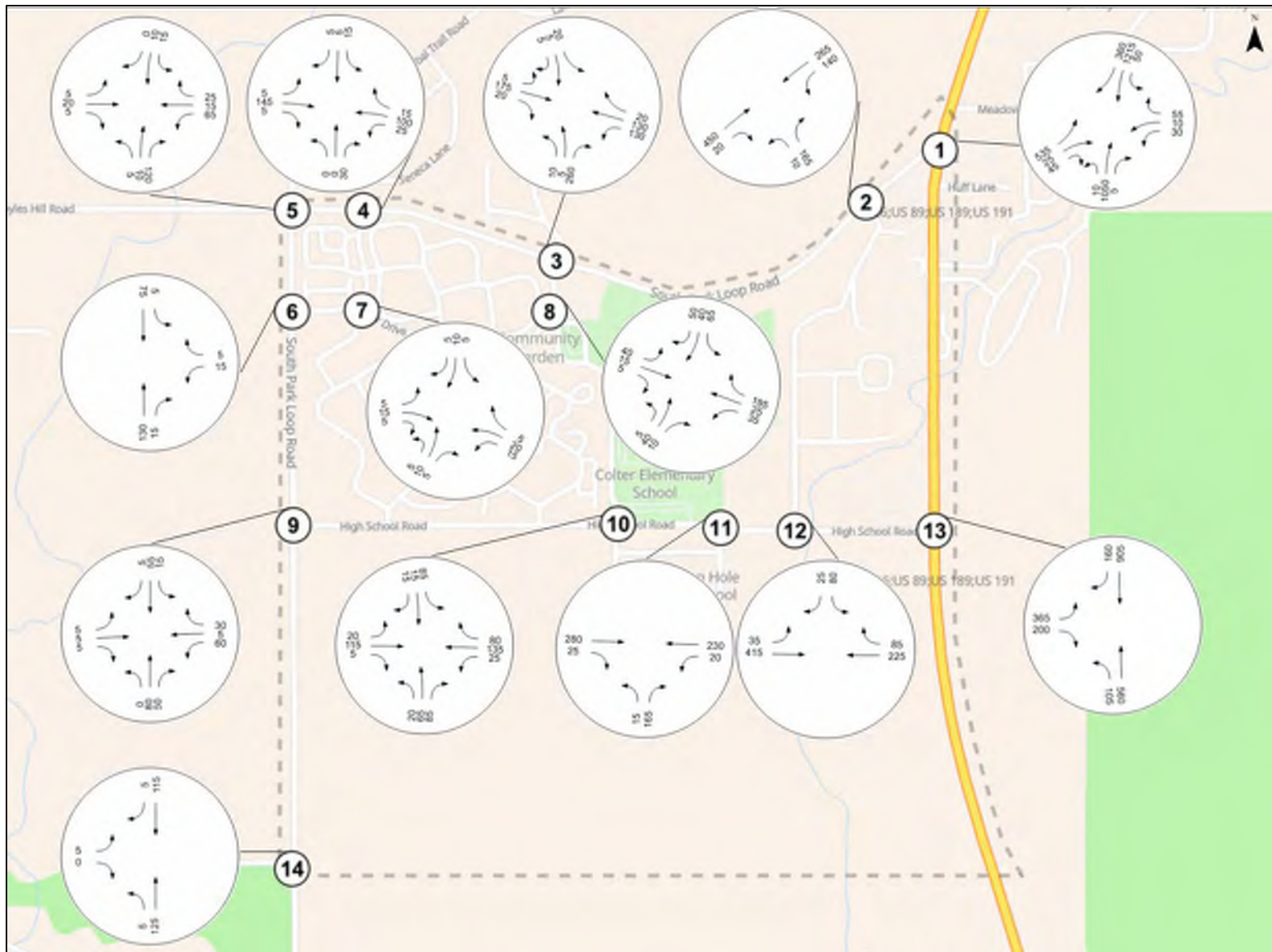


FIGURE 20: PM PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES

(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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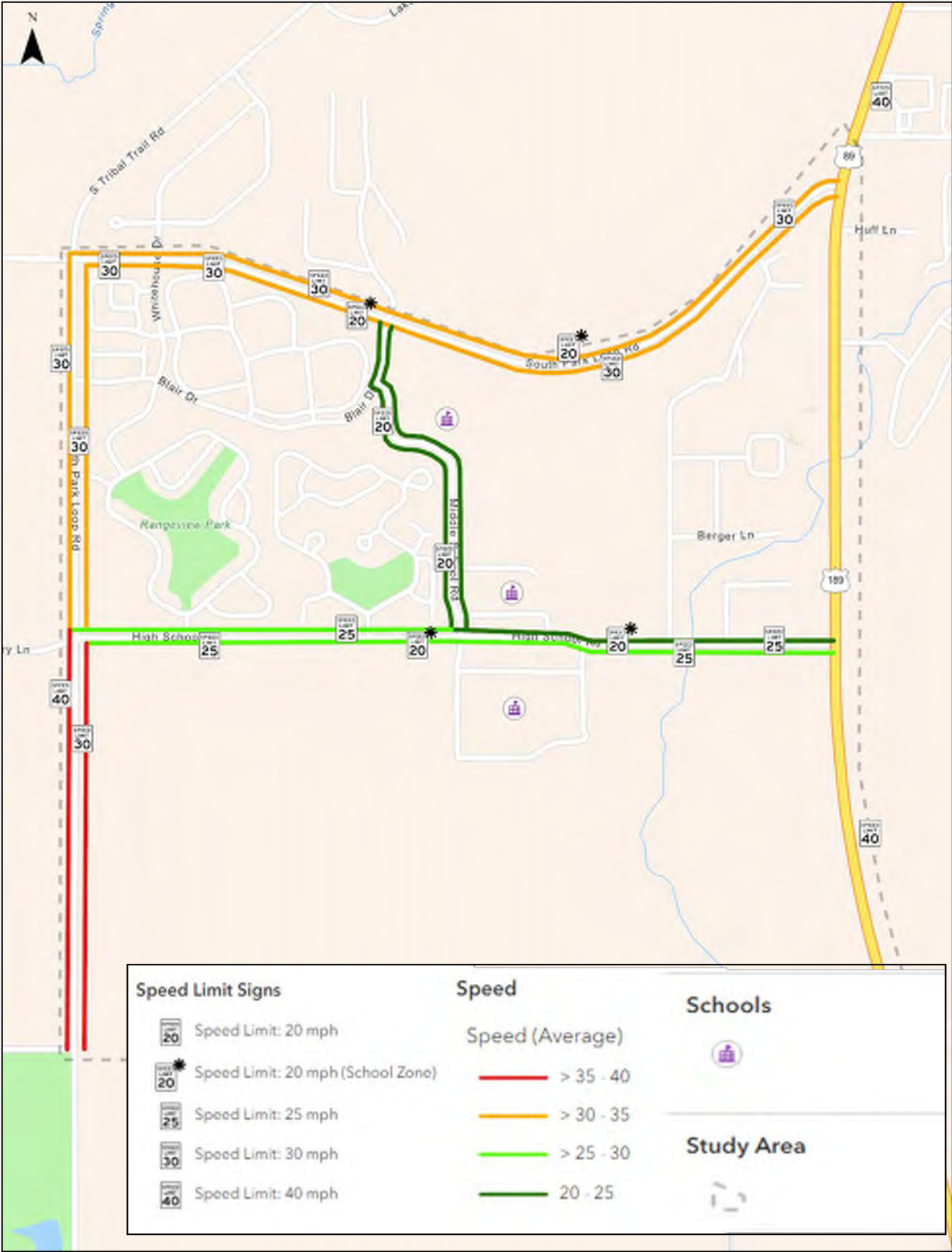


FIGURE 21: SPEED MAP OF CORRIDORS WITHIN STUDY AREA

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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.

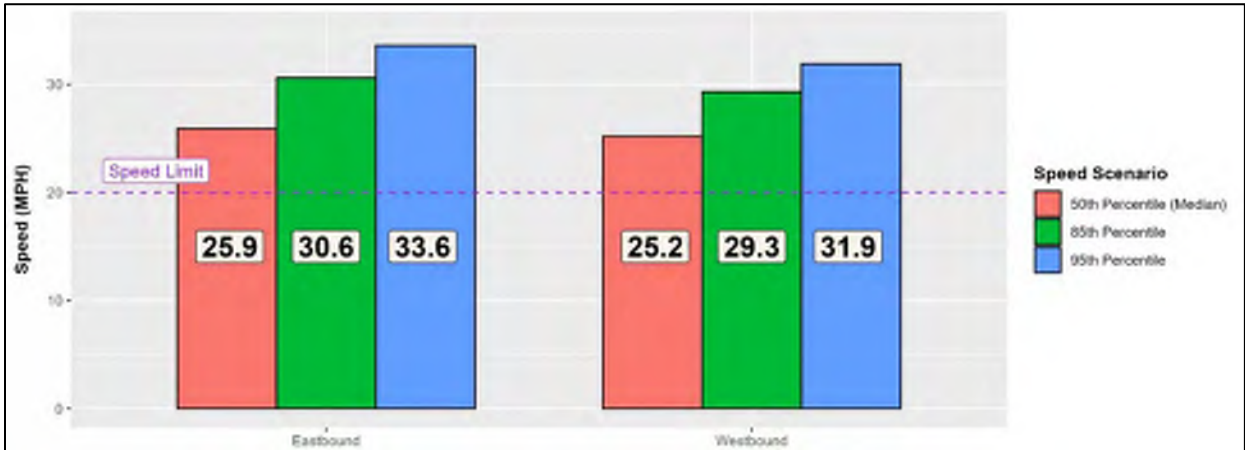


FIGURE 23: HIGH SCHOOL ROAD WEST OF GREGORY LANE
POSTED SPEED LIMIT IS 20 MPH; 85TH PERCENTILE SPEED EXCEEDS 10 MPH HIGHER THAN THE POSTED SPEED.

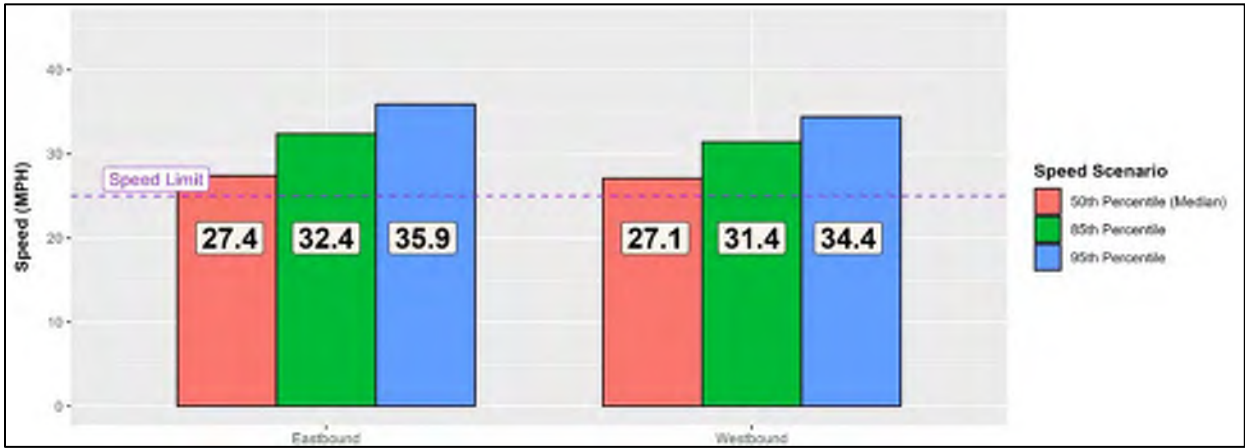


FIGURE 24: HIGH SCHOOL ROAD WEST OF MIDDLE SCHOOL ROAD
POSTED SPEED LIMIT IS 25 MPH; 85TH PERCENTILE SPEED IS WITHIN 10 MPH OF POSTED SPEED.

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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.

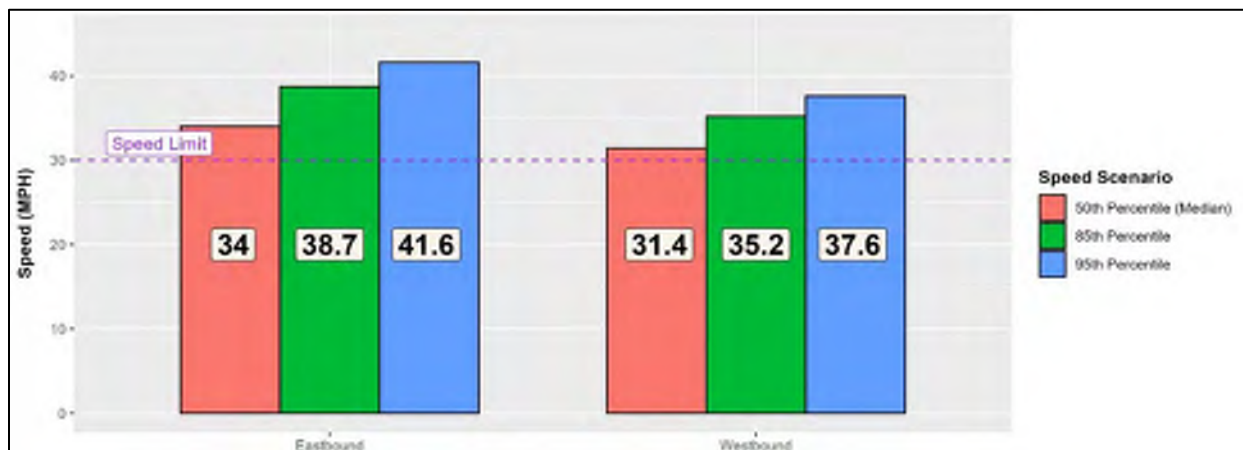


FIGURE 26: SOUTH PARK LOOP ROAD EAST OF WHITEHOUSE DRIVE
POSTED SPEED LIMIT IS 30 MPH; 85TH PERCENTILE SPEED IS WITHIN 10 MPH OF POSTED SPEED.

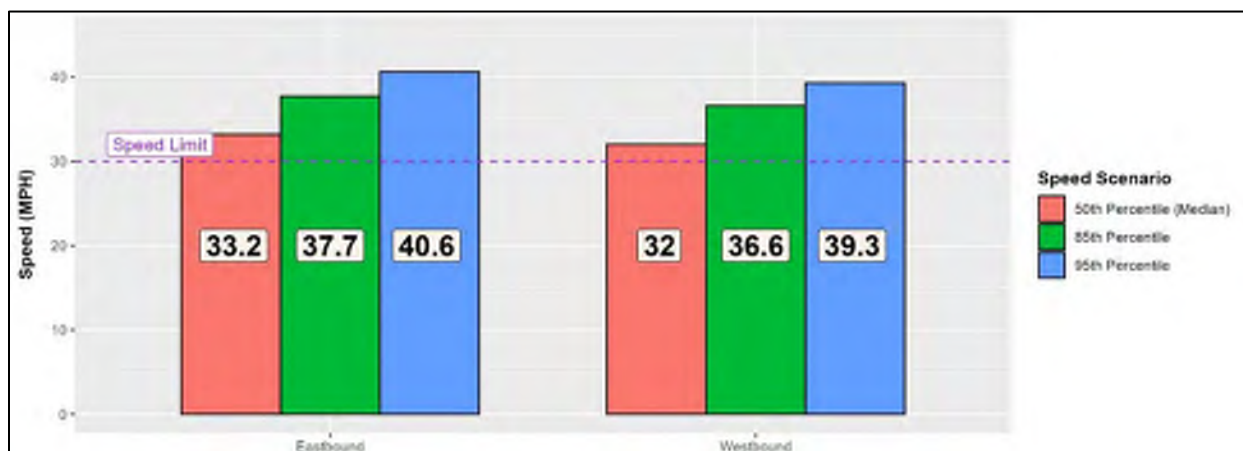


FIGURE 27: SOUTH PARK LOOP ROAD NORTH OF RANGEVIEW DRIVE
POSTED SPEED LIMIT IS 30 MPH; 85TH PERCENTILE SPEED IS WITHIN 10 MPH OF POSTED SPEED LIMIT.

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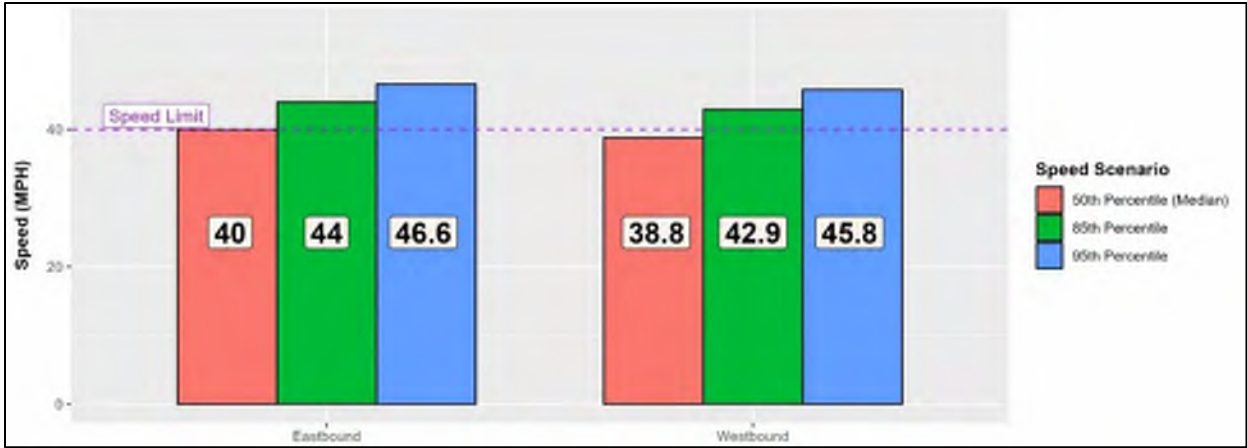


FIGURE 28: SOUTH PARK LOOP ROAD NORTH OF HIGH SCHOOL ROAD
POSTED SPEED LIMIT IS 40 MPH; 85TH PERCENTILE SPEED IS WITHIN 10 MPH OF POSTED SPEED.

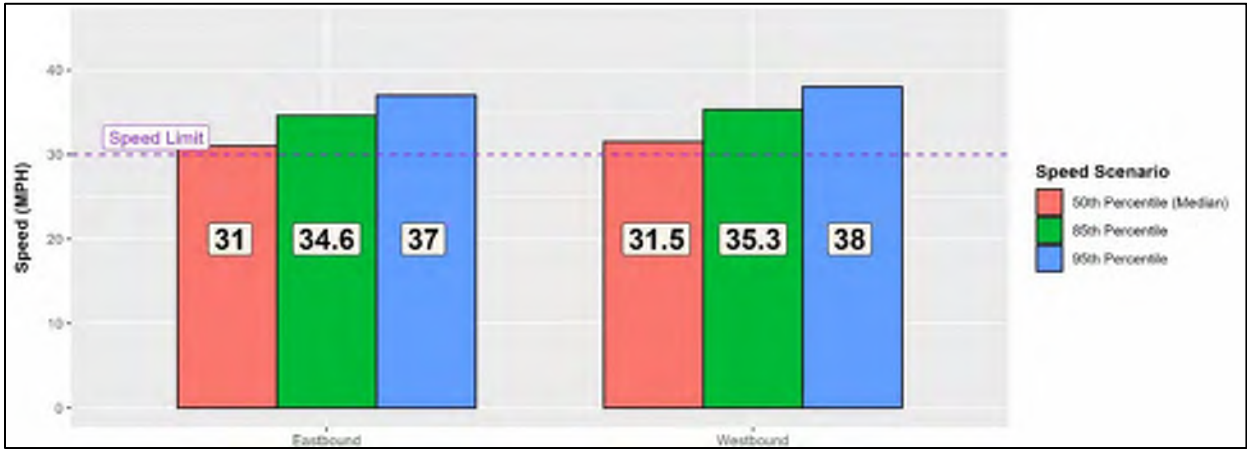


FIGURE 29: SOUTH PARK LOOP ROAD WEST OF GREGORY LANE
POSTED SPEED LIMIT IS 30 MPH; 85TH PERCENTILE SPEED IS WITHIN 10 MPH OF POSTED SPEED.

(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.

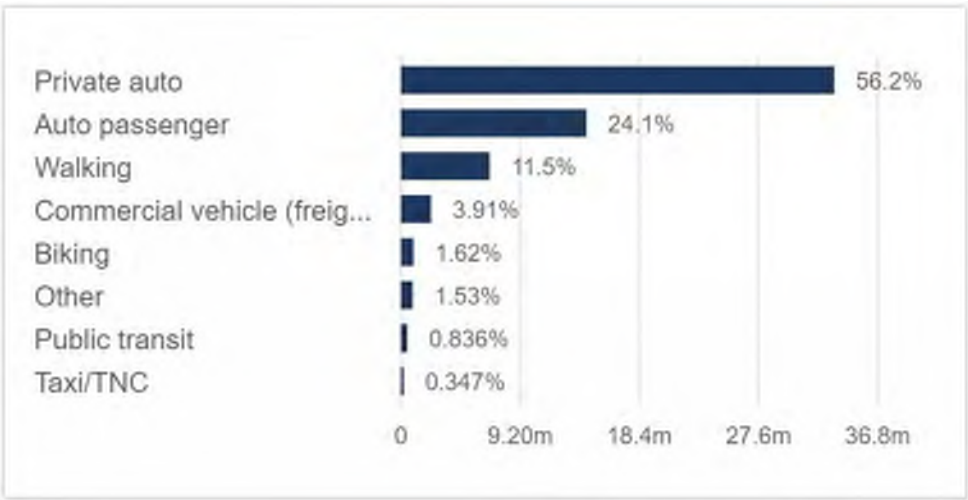


FIGURE 30: MODE SHARE BREAKDOWN

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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.

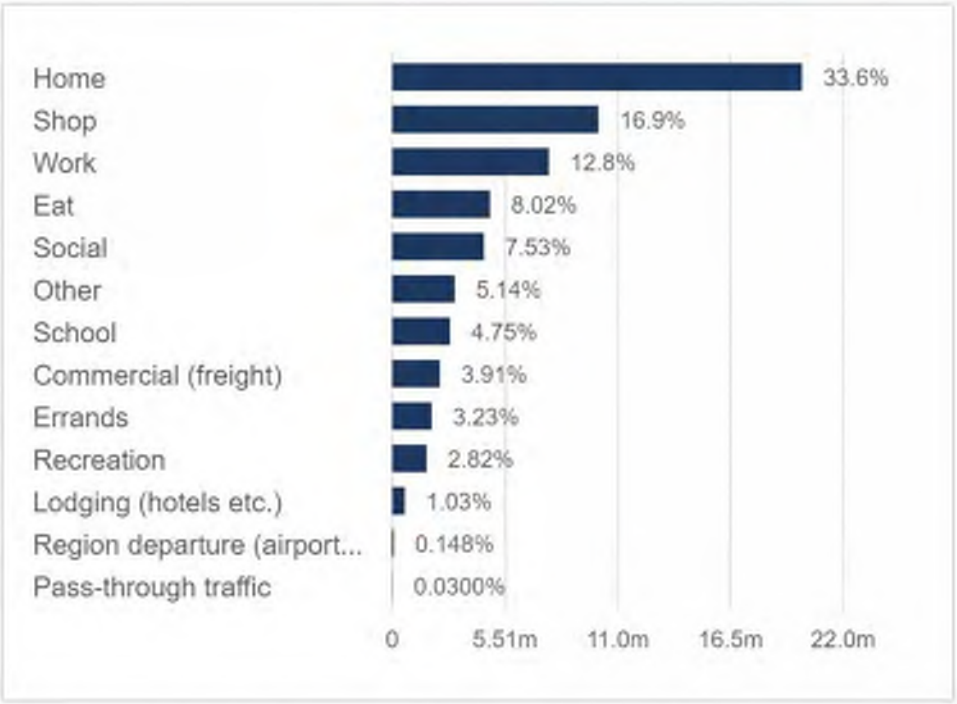


FIGURE 31: TRIP PURPOSE BREAKDOWN

- 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.

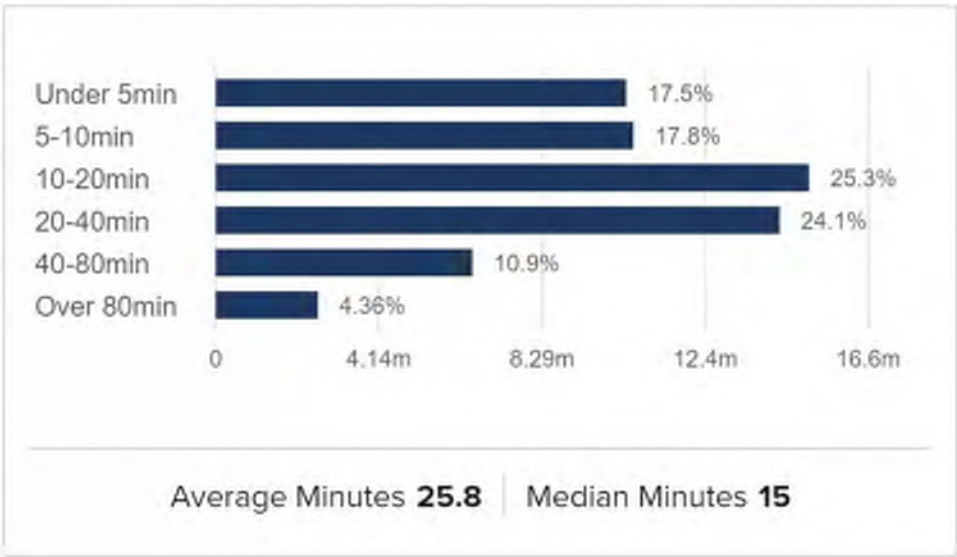


FIGURE 32: TRIP DURATION BREAKDOWN

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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.

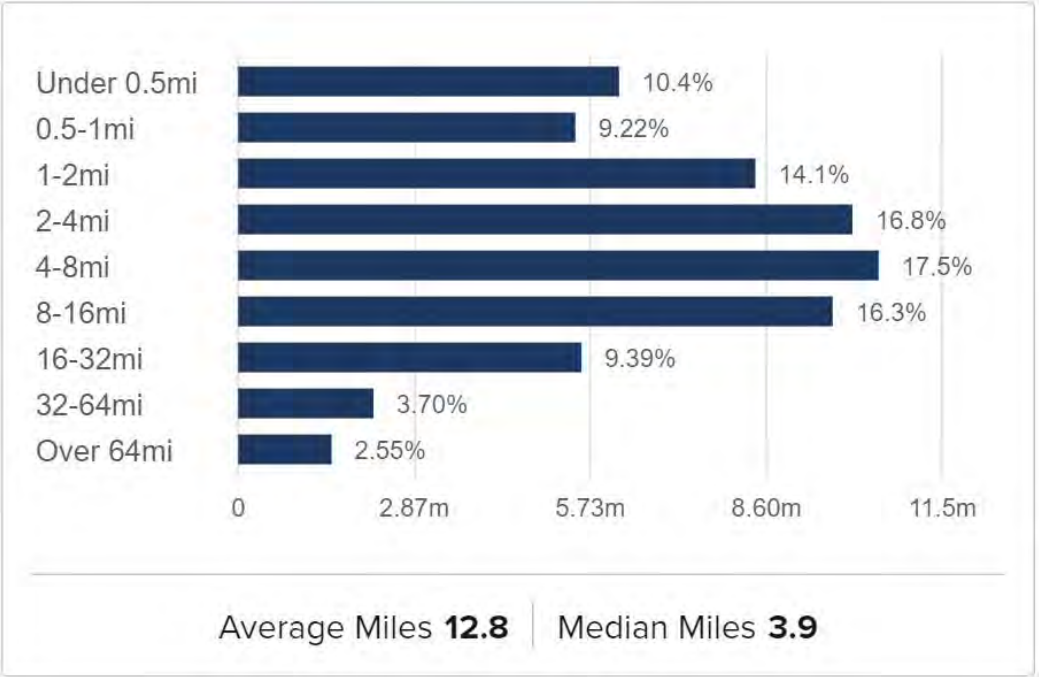


FIGURE 33: TRIP DISTANCE BREAKDOWN

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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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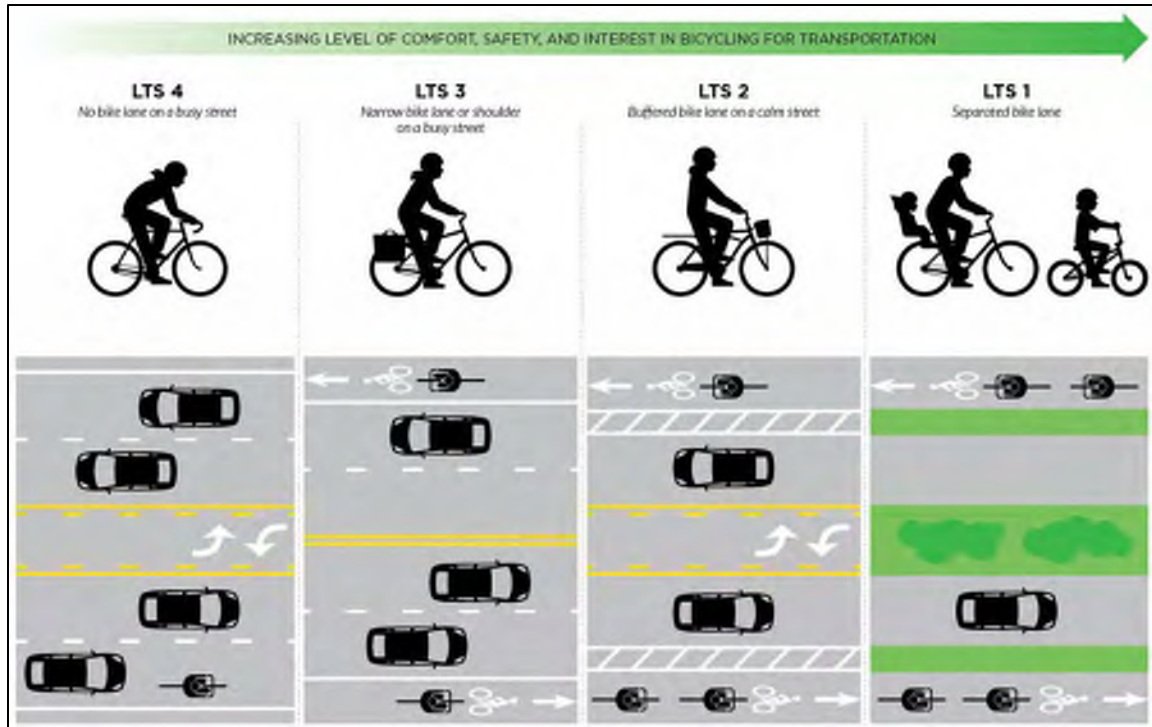


FIGURE 34: BICYCLE LTS DEFINITION

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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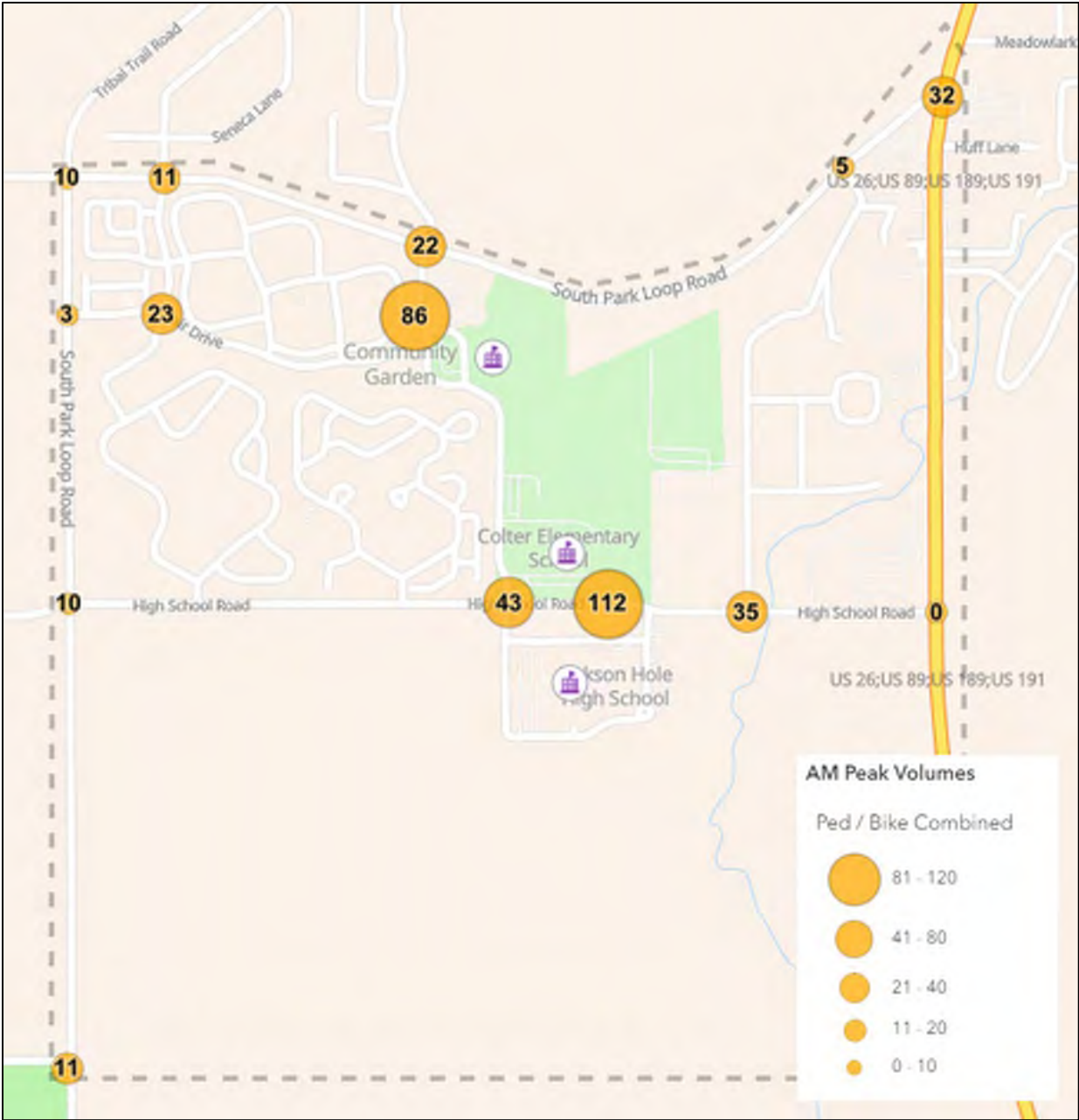


FIGURE 35: AM PEAK HOUR BICYCLE AND PEDESTRIAN VOLUMES

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FIGURE 36: PM PEAK HOUR BICYCLE AND PEDESTRIAN VOLUMES

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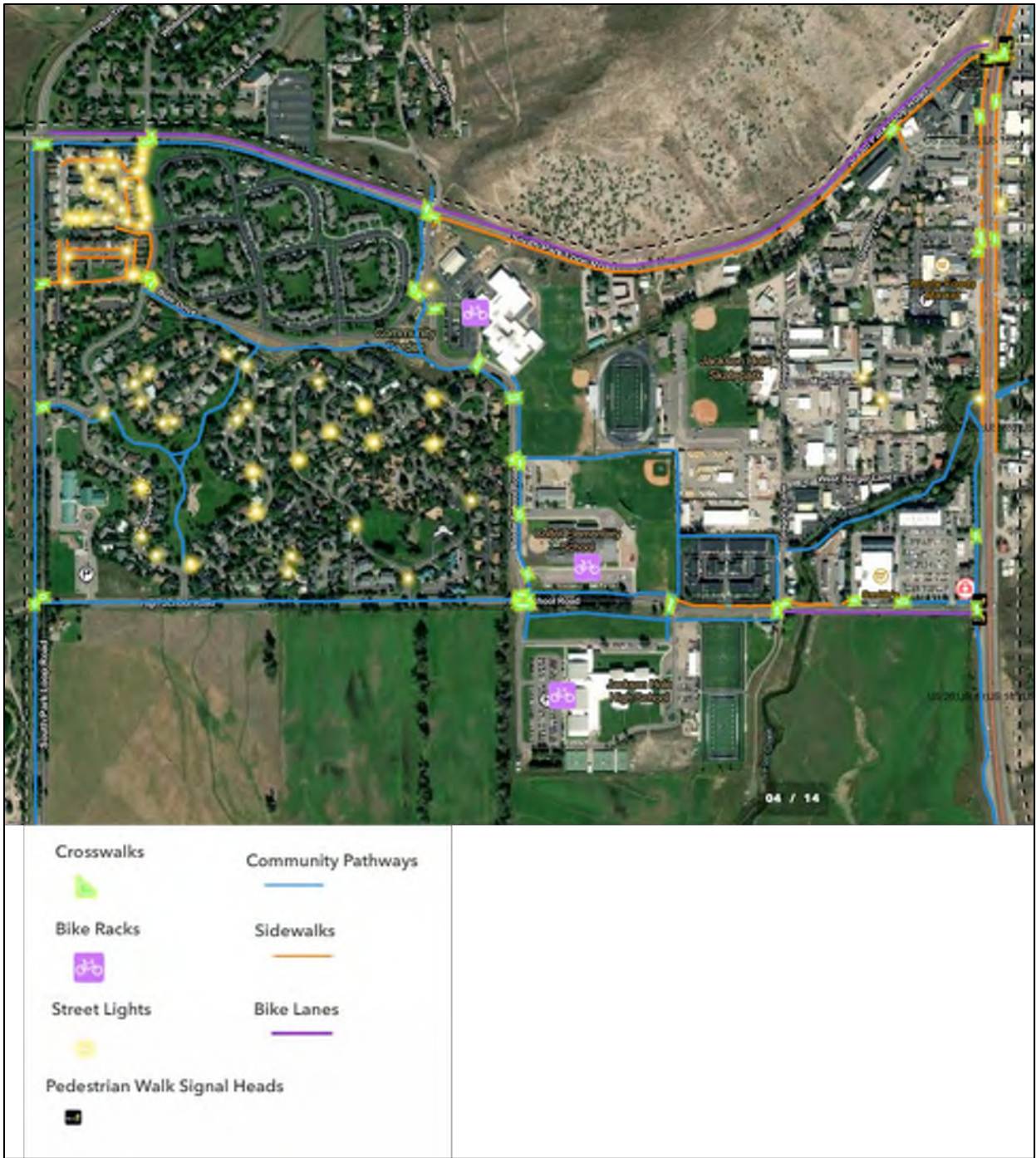


FIGURE 37: EXISTING PEDESTRIAN AND BICYCLE INFRASTRUCTURE

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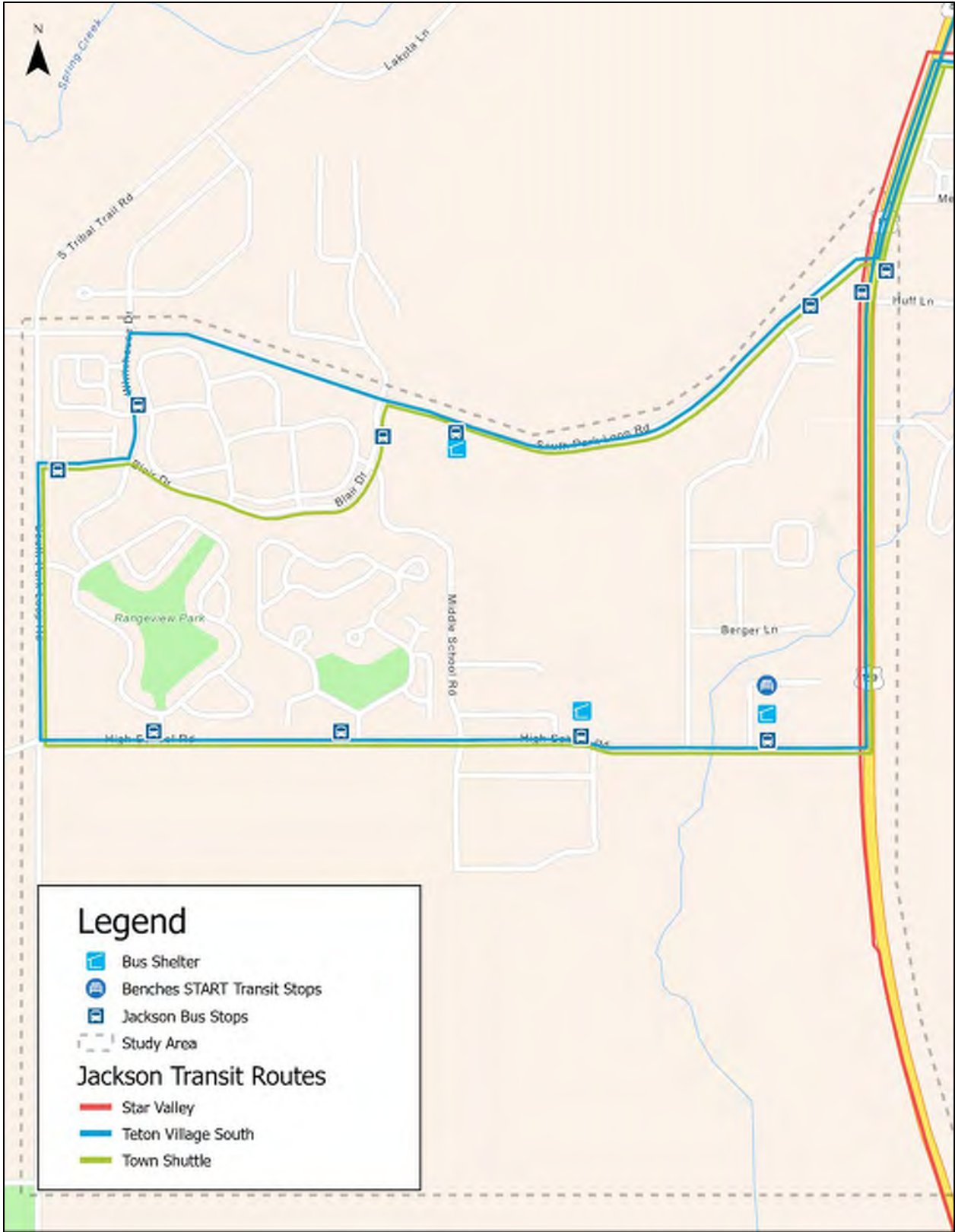


FIGURE 38: EXISTING TRANSIT ROUTES AND STOPS

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.

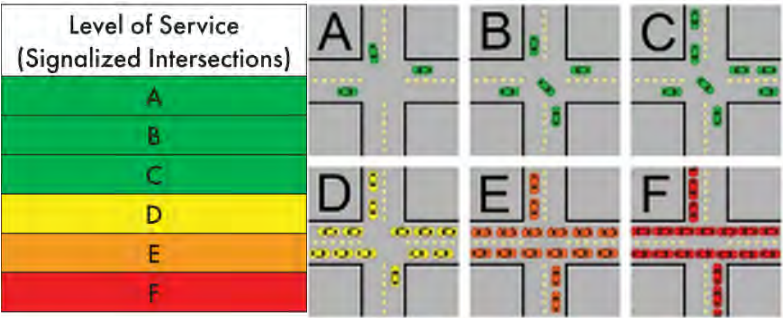


FIGURE 39: LEVEL OF SERVICE DEFINITIONS

(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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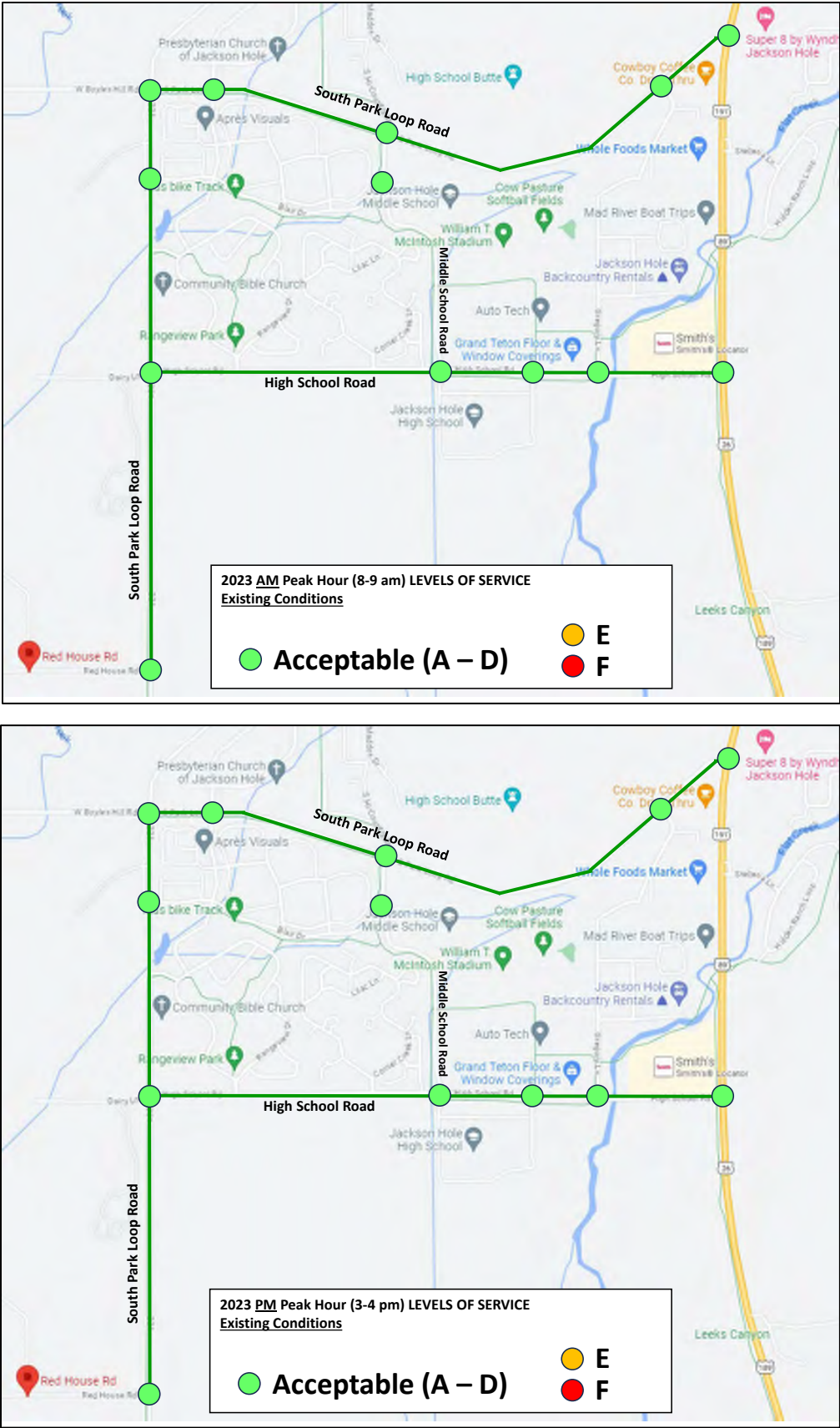


FIGURE 40: EXISTING CONDITIONS OPERATIONAL ANALYSIS RESULTS

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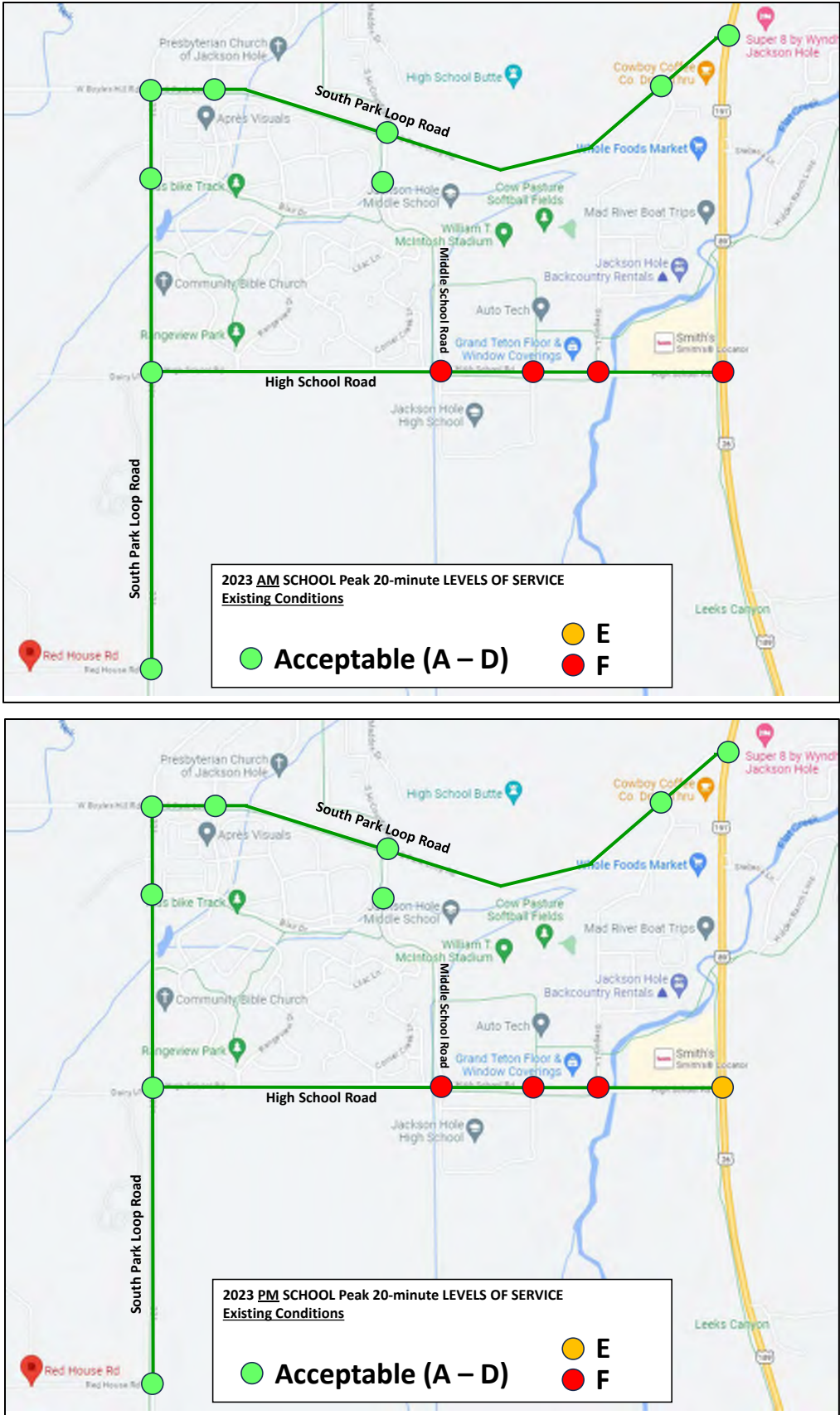


FIGURE 41: EXISTING CONDITIONS SCHOOL PEAKS OPERATIONAL ANALYSIS RESULTS

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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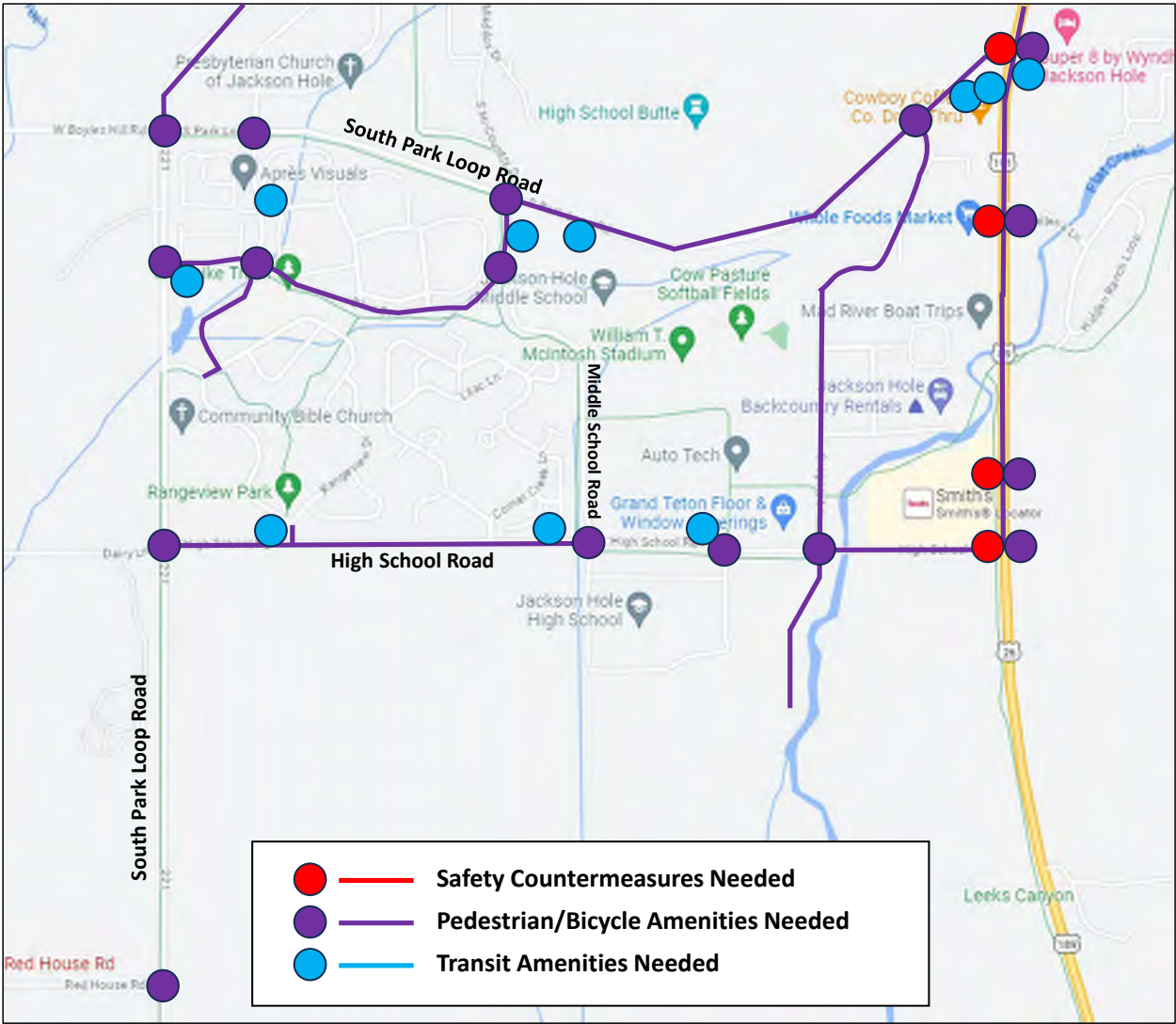


FIGURE 42: EXISTING TRANSPORTATION NEEDS

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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.

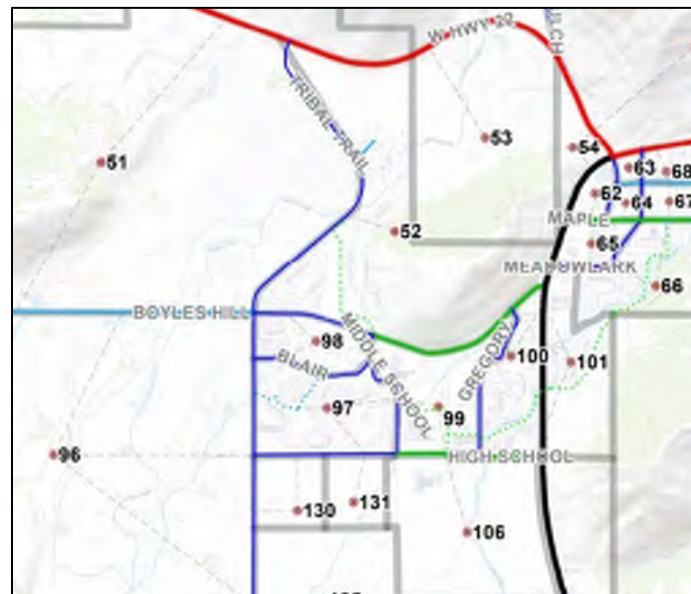


FIGURE 43: TRAFFIC ANALYSIS ZONES

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

Total Households	Average HH Size	Average Workers Per HH	Average Vehicles Per HH
3736	2.42	1.65	1.76
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.

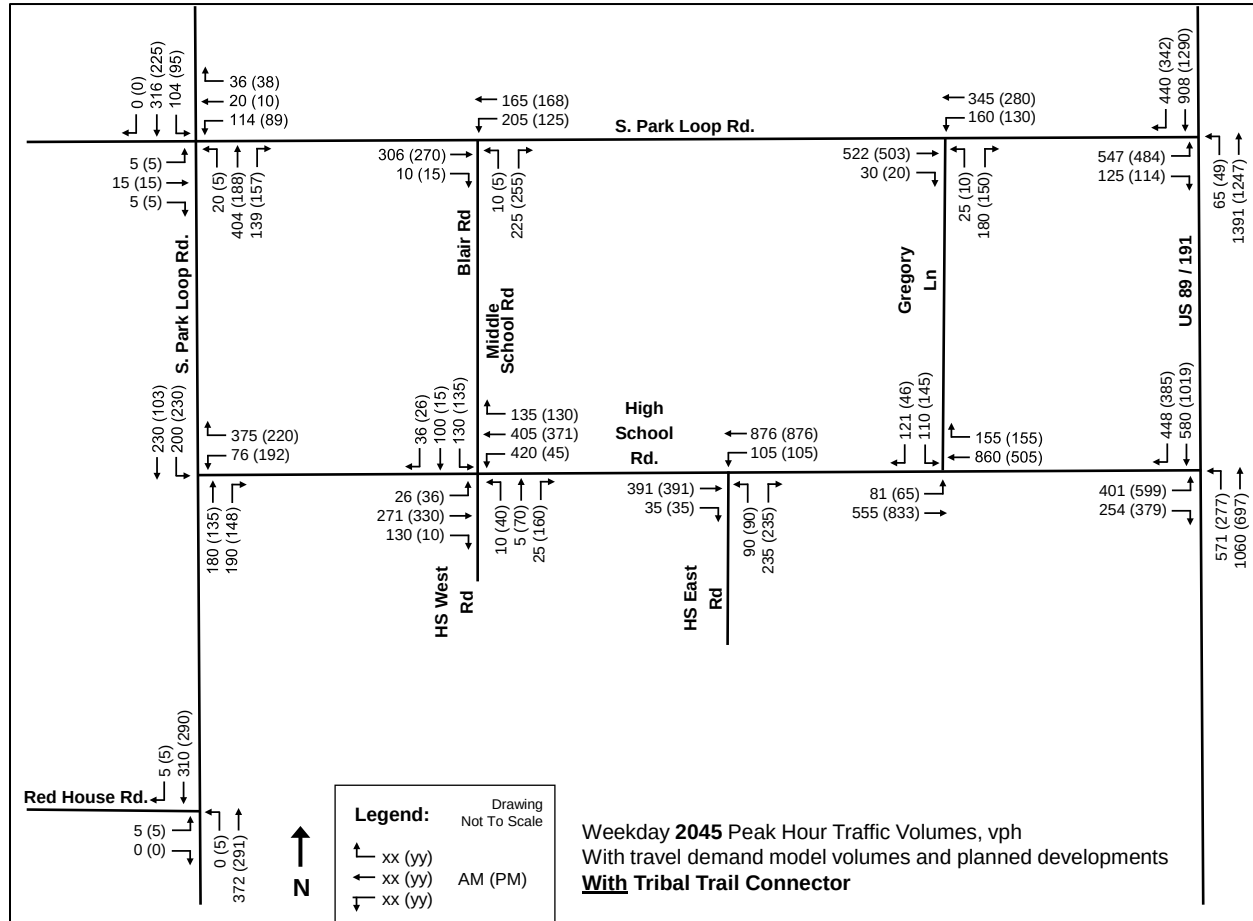


FIGURE 45: 2045 TRAFFIC VOLUMES WITH TRIBAL TRAIL CONNECTOR

(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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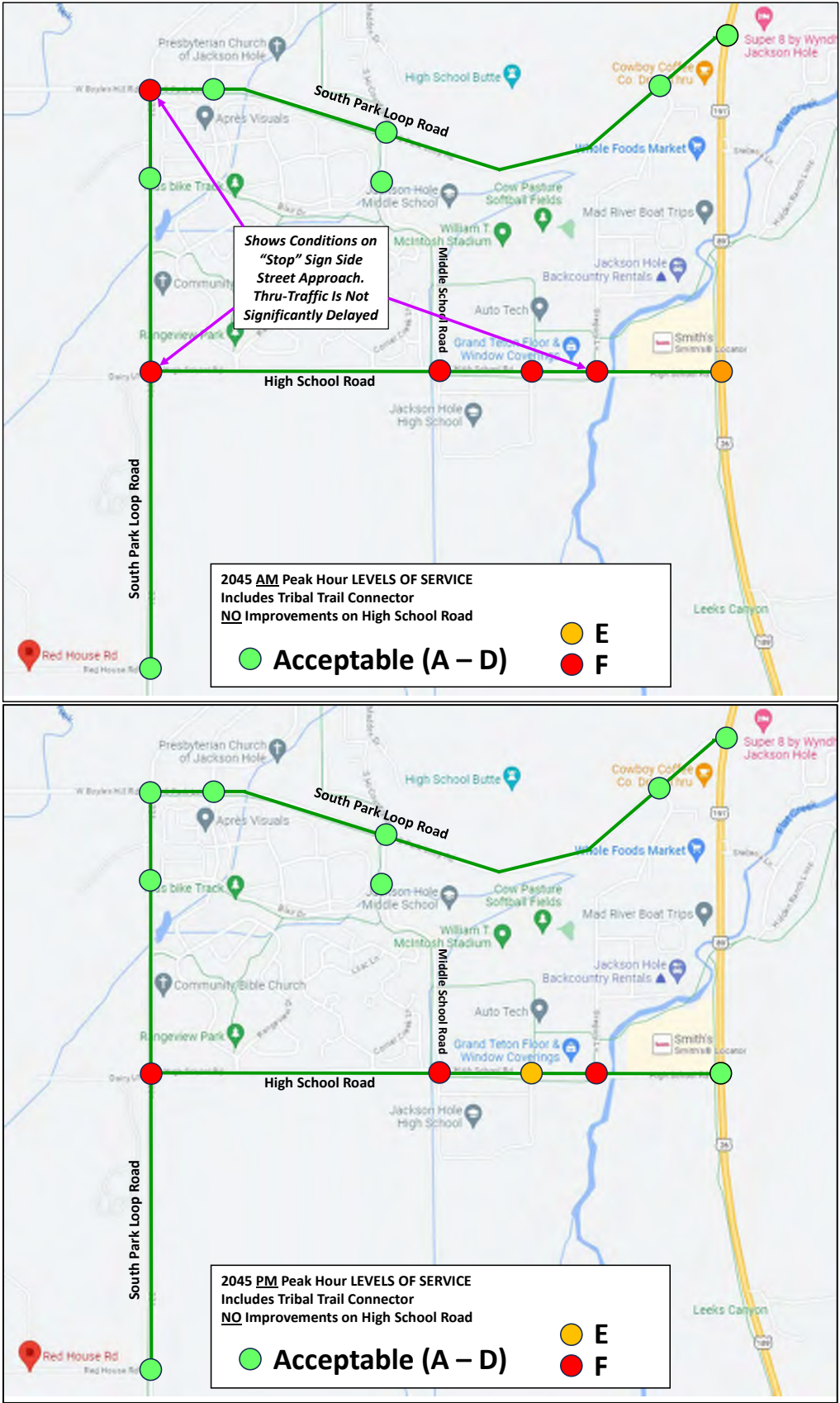


FIGURE 46: 2045 OPERATING CONDITIONS WITH TRIBAL TRAIL CONNECTOR

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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.

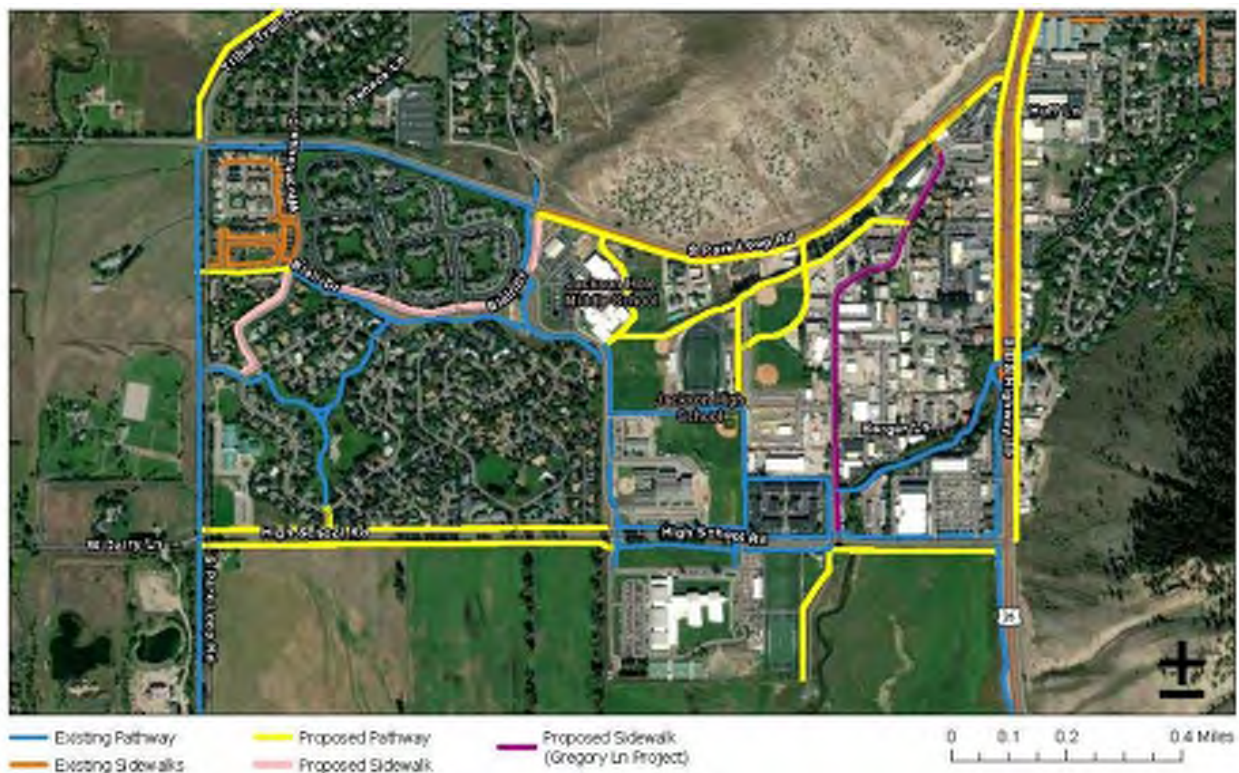


FIGURE 47: PEDESTRIAN/BICYCLE IMPROVEMENT ALTERNATIVES

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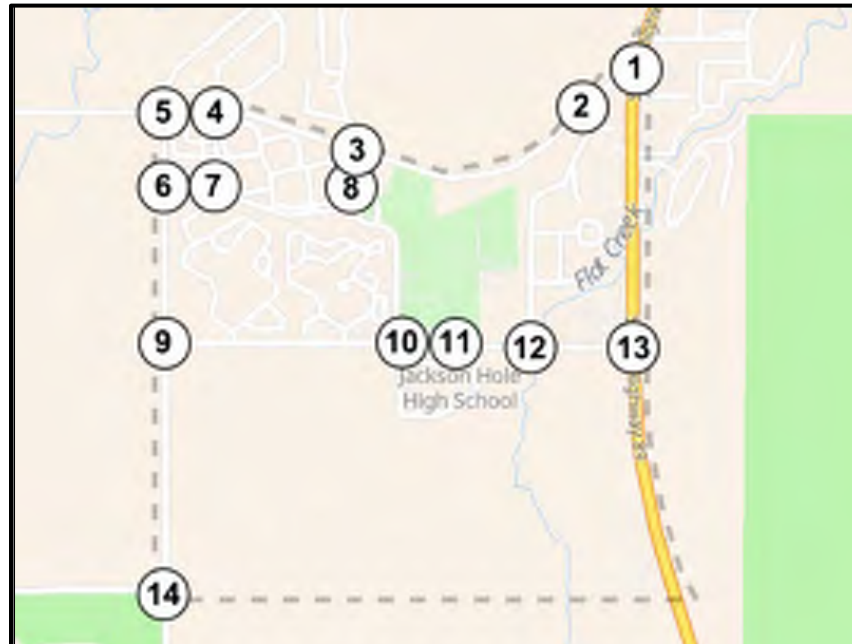


FIGURE 48: INTERSECTIONS NEEDING CROSSING IMPROVEMENTS

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

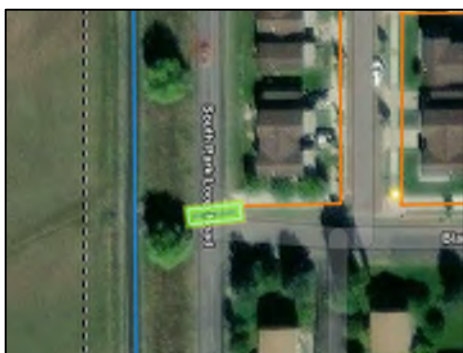
- Refer to WYDOT for US 89/191 crossing
- Re-stripe existing crosswalks and stop bars.
- Upgrade the crossing for cyclists (purple line = bike lane).
- Install better bike lane and crossing signage and markings.

**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.	

Transit stop locations in the study area are shown in Figure 49. The following section describes possible transit stop upgrades. It is envisioned that these improvements could be implemented over time as funding permits.

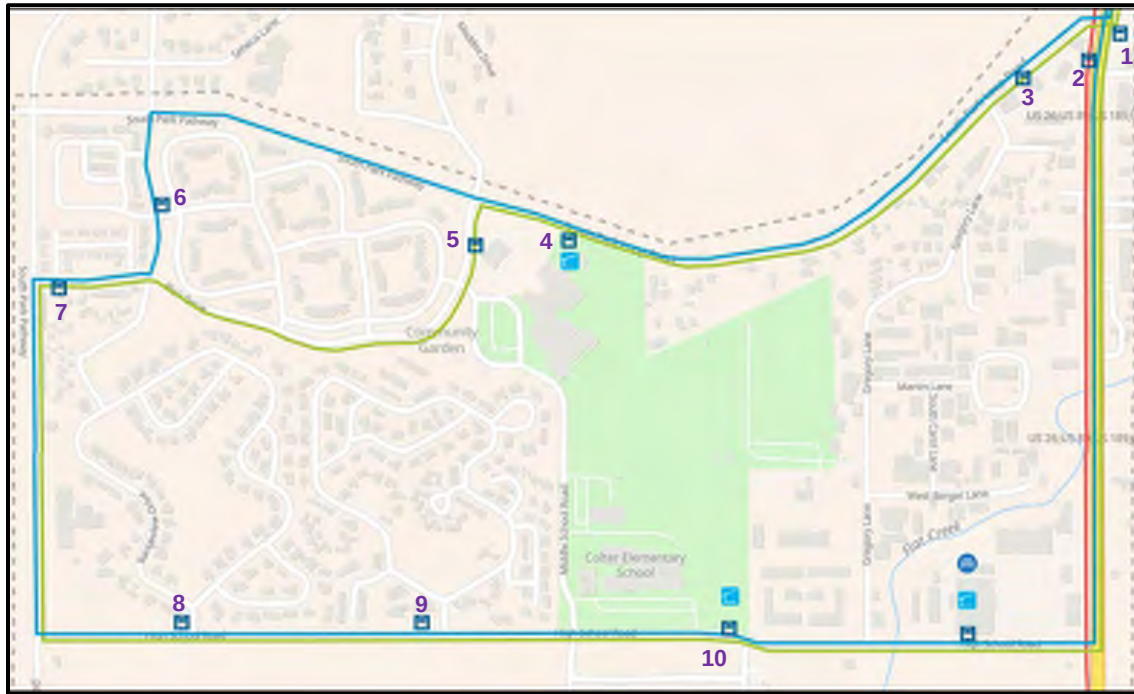


FIGURE 49: AREA BUS STOPS

- 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.

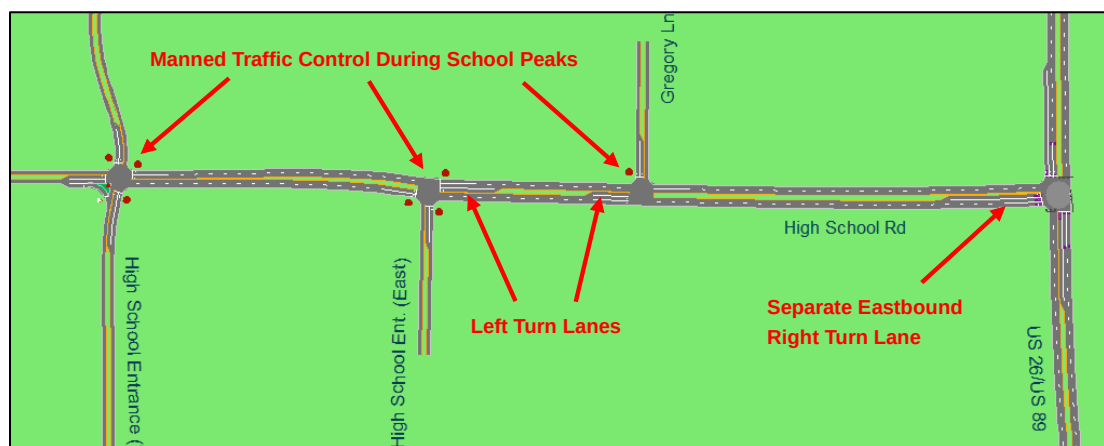


FIGURE 50: HIGH SCHOOL ROAD CAPITAL IMPROVEMENTS

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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.

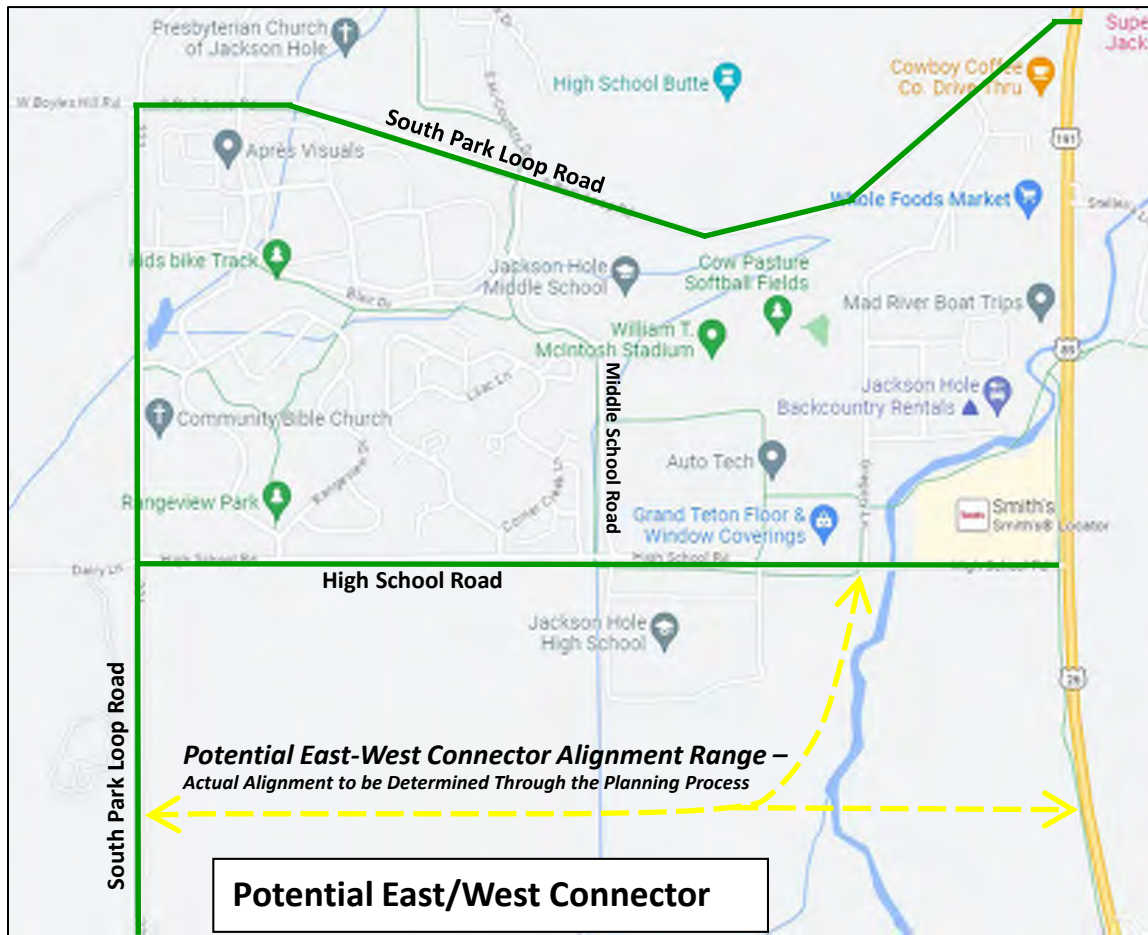


FIGURE 51: EAST/WEST CONNECTOR GENERAL OPTIONS

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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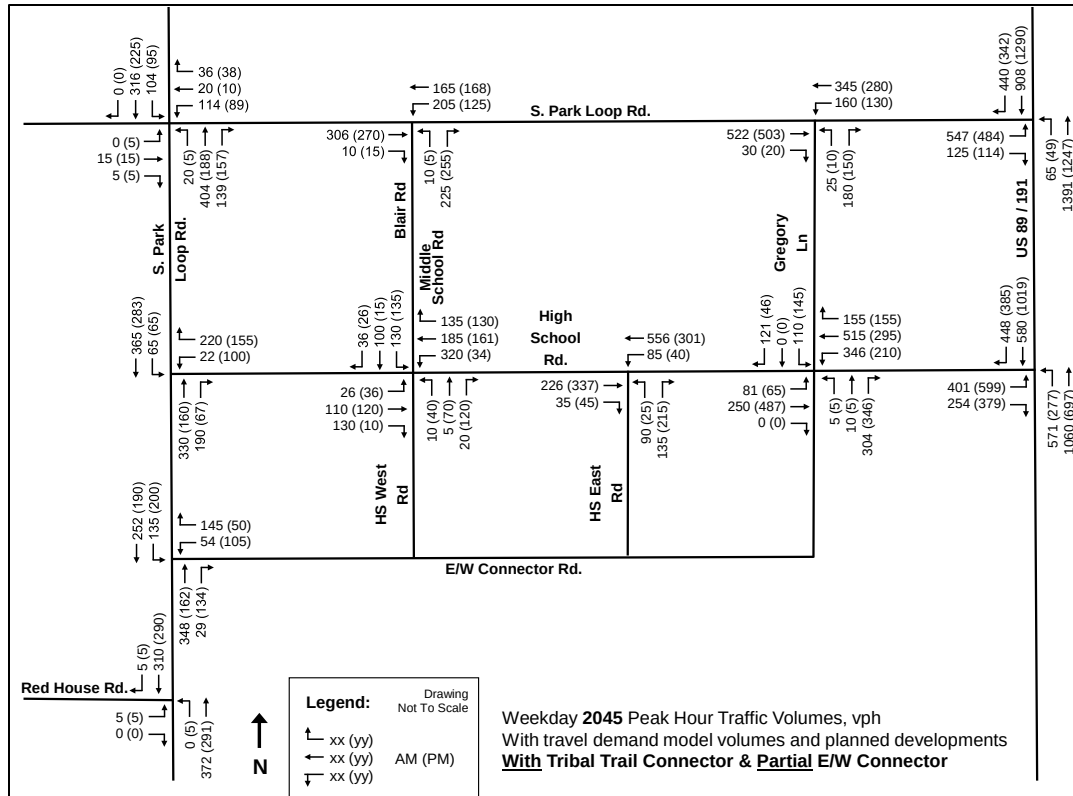


FIGURE 52: 2045 TRAFFIC VOLUMES WITH TRIBAL TRAIL CONNECTOR AND PARTIAL EAST/WEST CONNECTOR

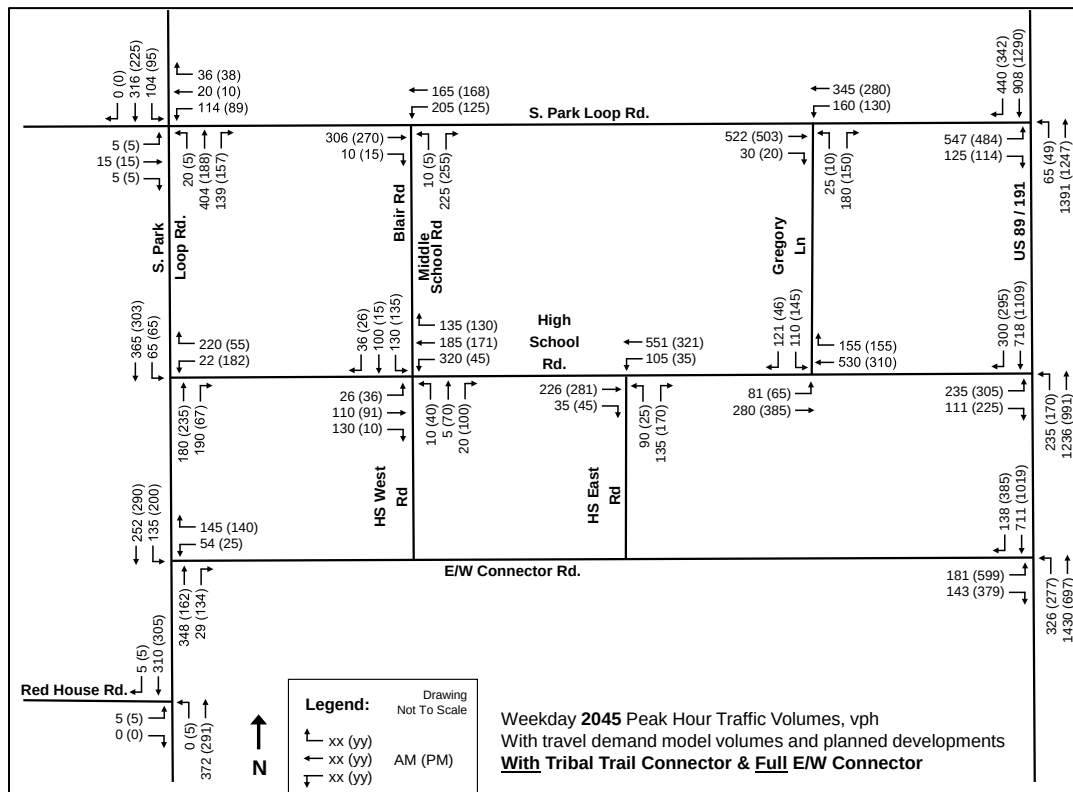


FIGURE 53: 2045 TRAFFIC VOLUMES WITH TRIBAL TRAIL CONNECTOR AND FULL EAST/WEST CONNECTOR

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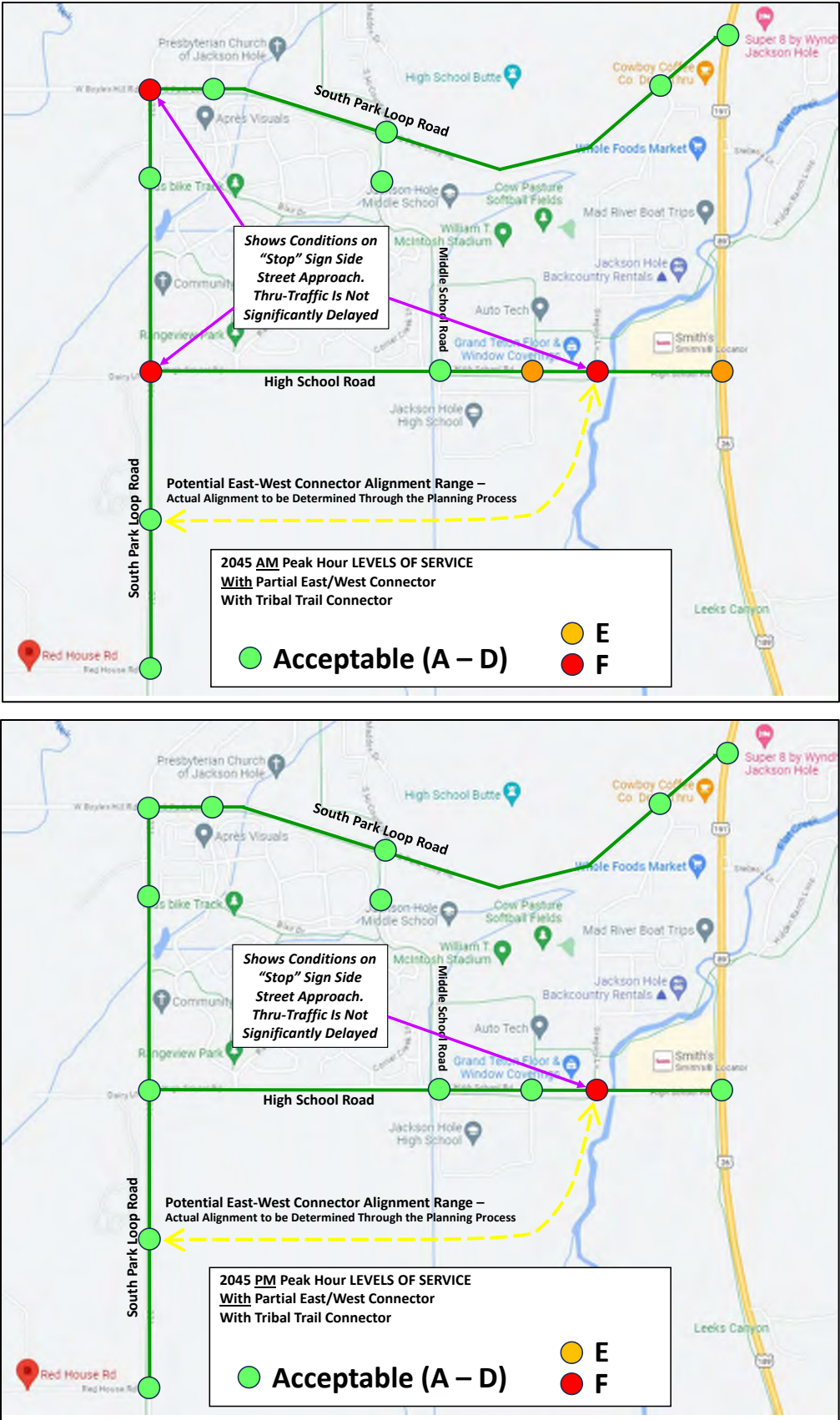


FIGURE 54: 2045 PEAK HOUR LOS WITH TRIBAL TRAIL CONNECTOR AND PARTIAL EAST/WEST CONNECTOR

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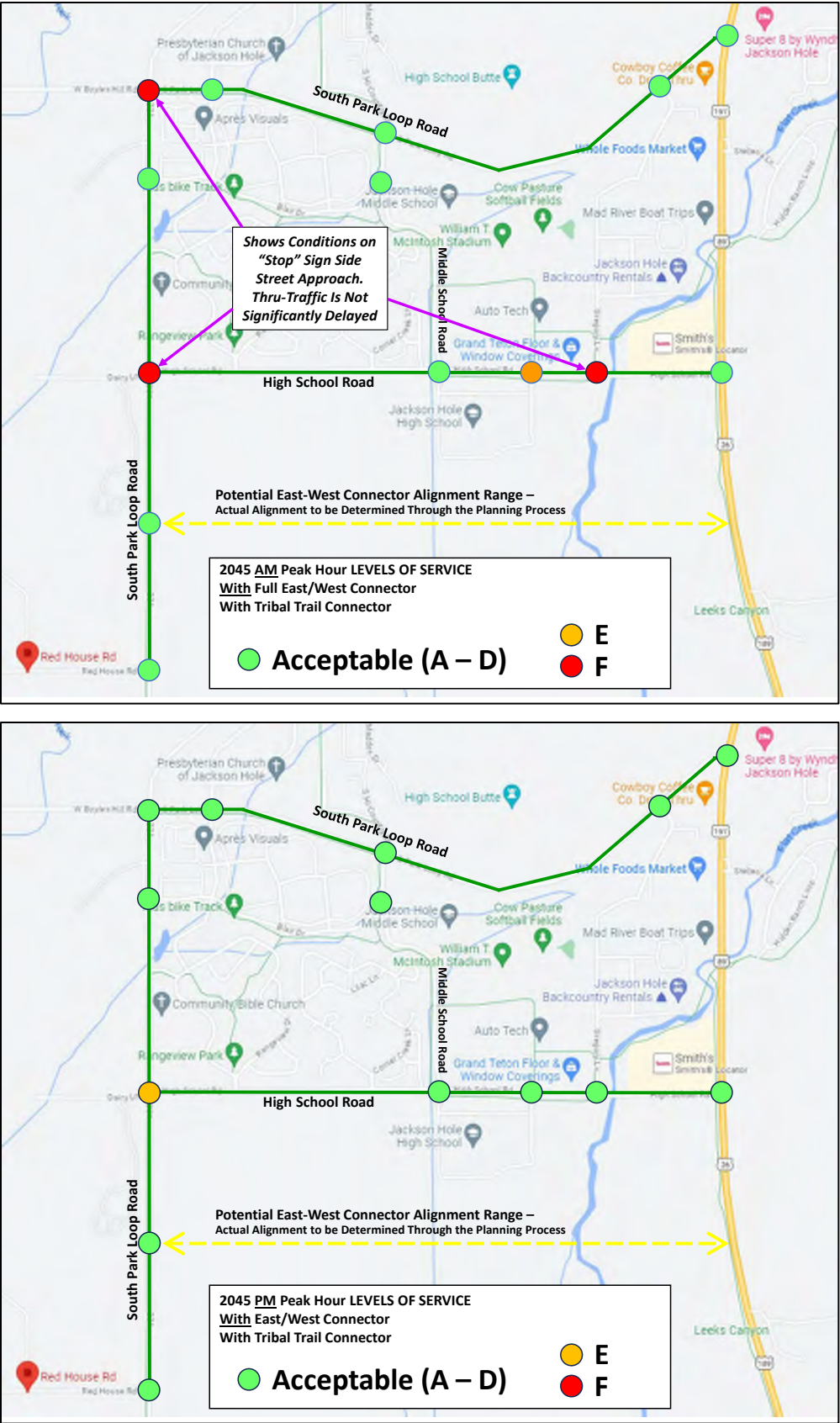


FIGURE 55: 2045 PEAK HOUR LOS WITH TRIBAL TRAIL CONNECTOR AND FULL EAST/WEST CONNECTOR

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.

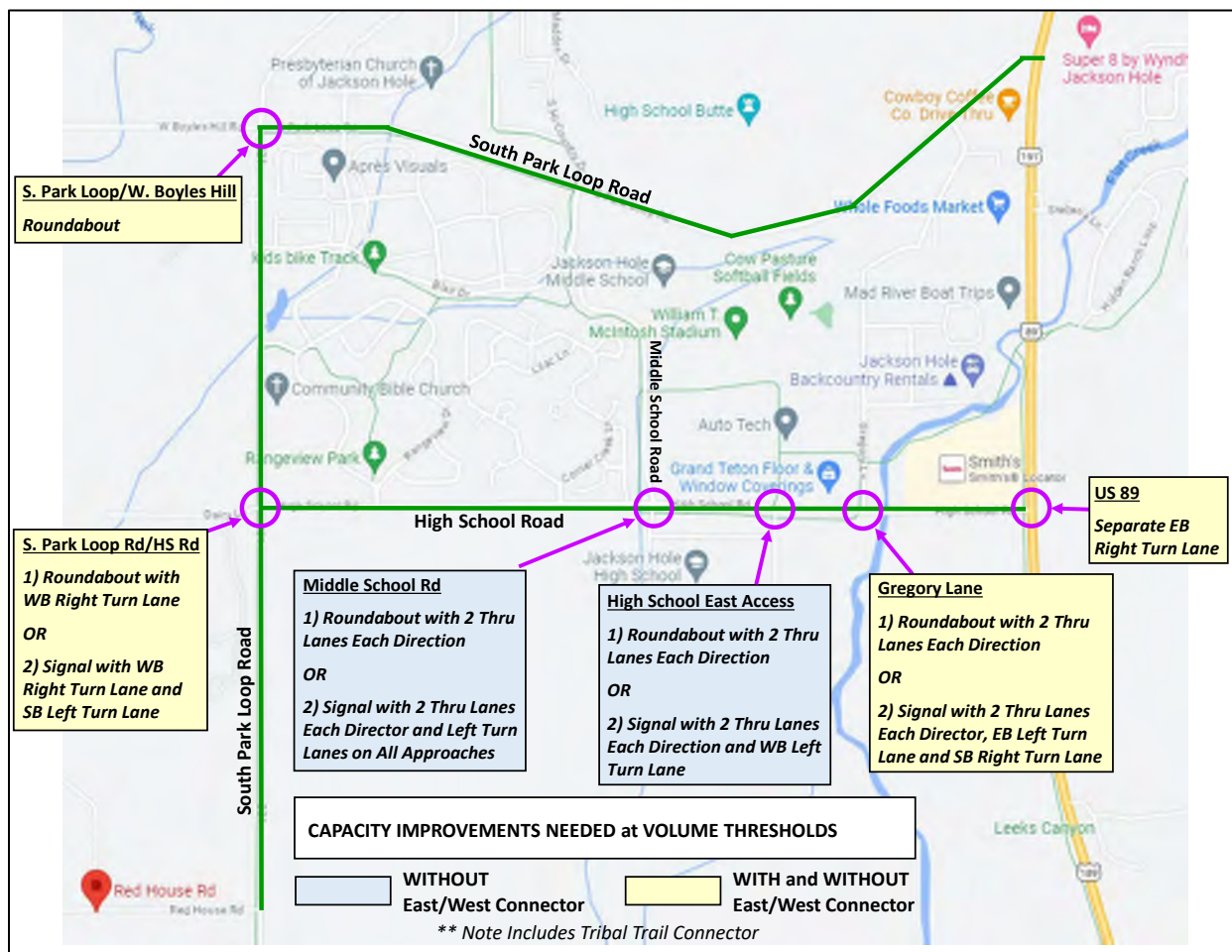


FIGURE 56: POTENTIAL FUTURE OPERATIONAL IMPROVEMENTS

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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 concepts 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.)

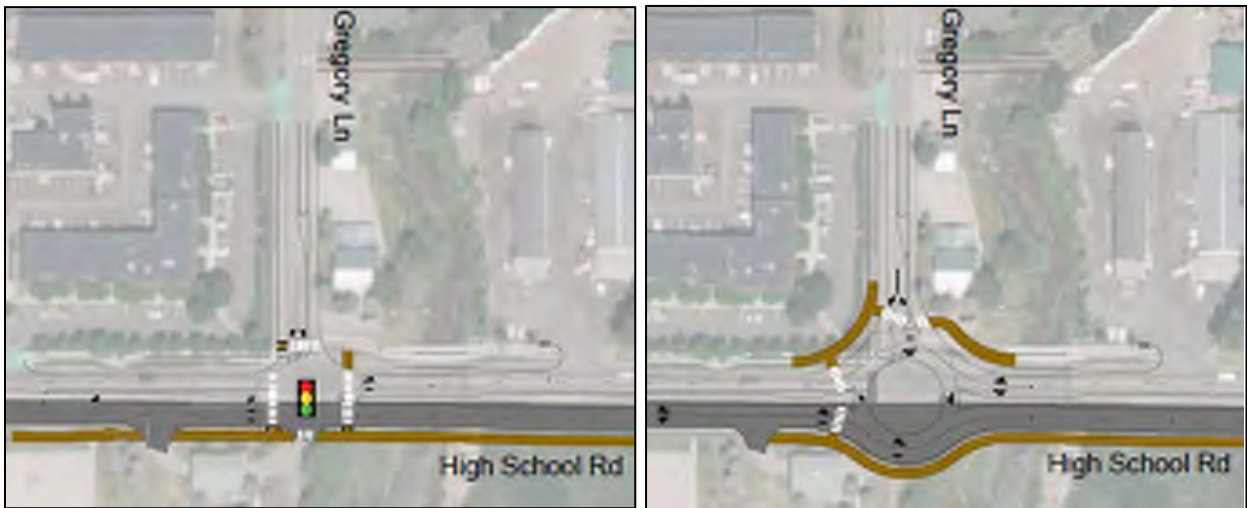


FIGURE 59: CONCEPT SKETCHES – HIGH SCHOOL RD AT GREGORY LN (SIGNAL AND ROUNDBOUT ALTS)

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

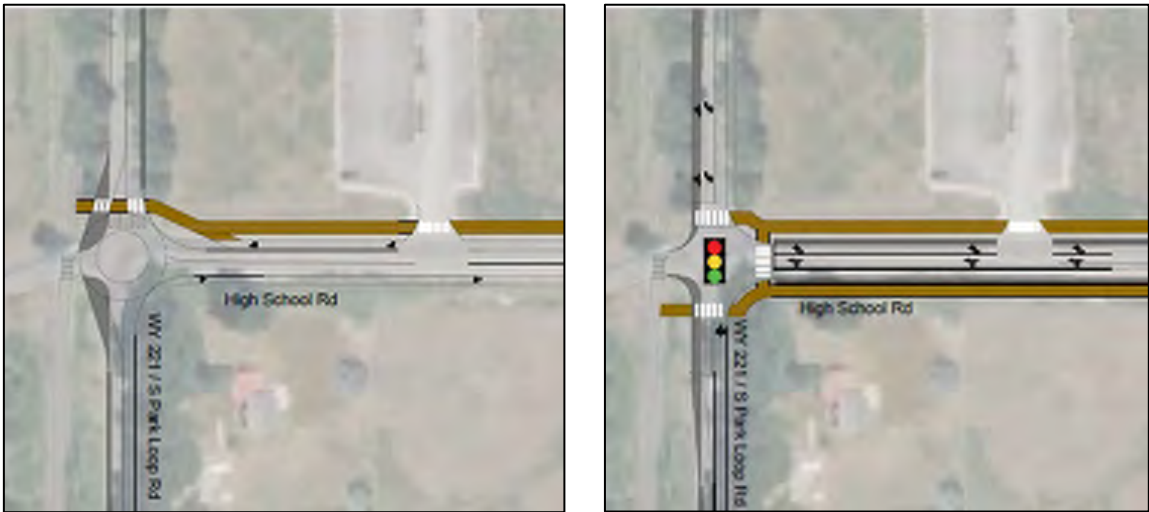


FIGURE 61: CONCEPT SKETCHES – HIGH SCHOOL RD AT SOUTH PARK LOOP RD (SIGNAL AND ROUNDBOUT ALTS)

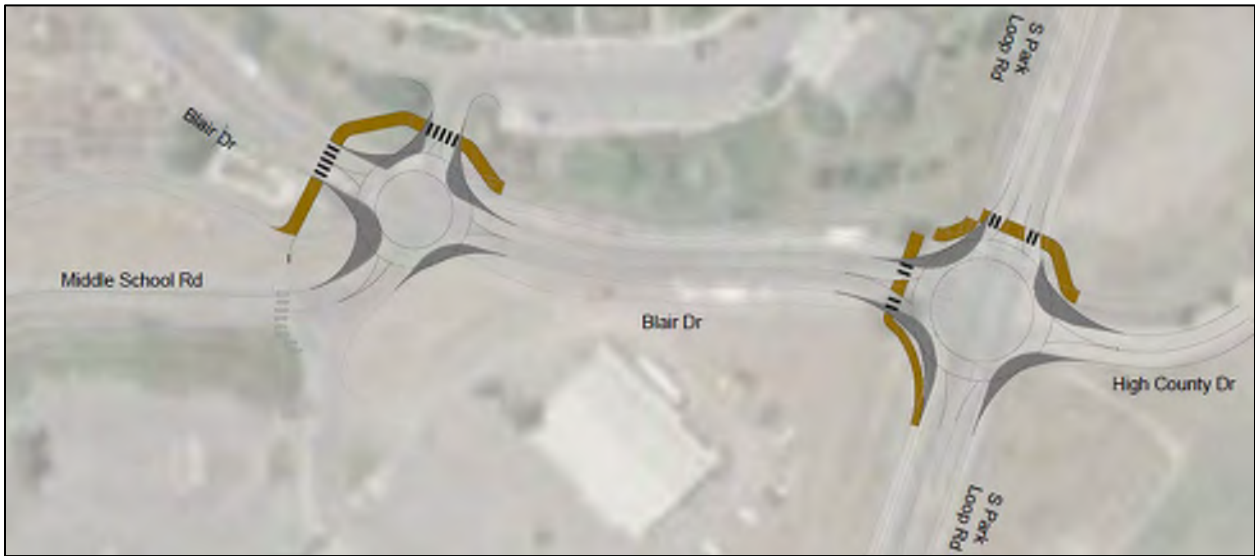


FIGURE 62: CONCEPT SKETCHES – BLAIR DR, MIDDLE SCHOOL RD TO SOUTH PARK LOOP RD (ROUNDBOUT ALT)

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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.

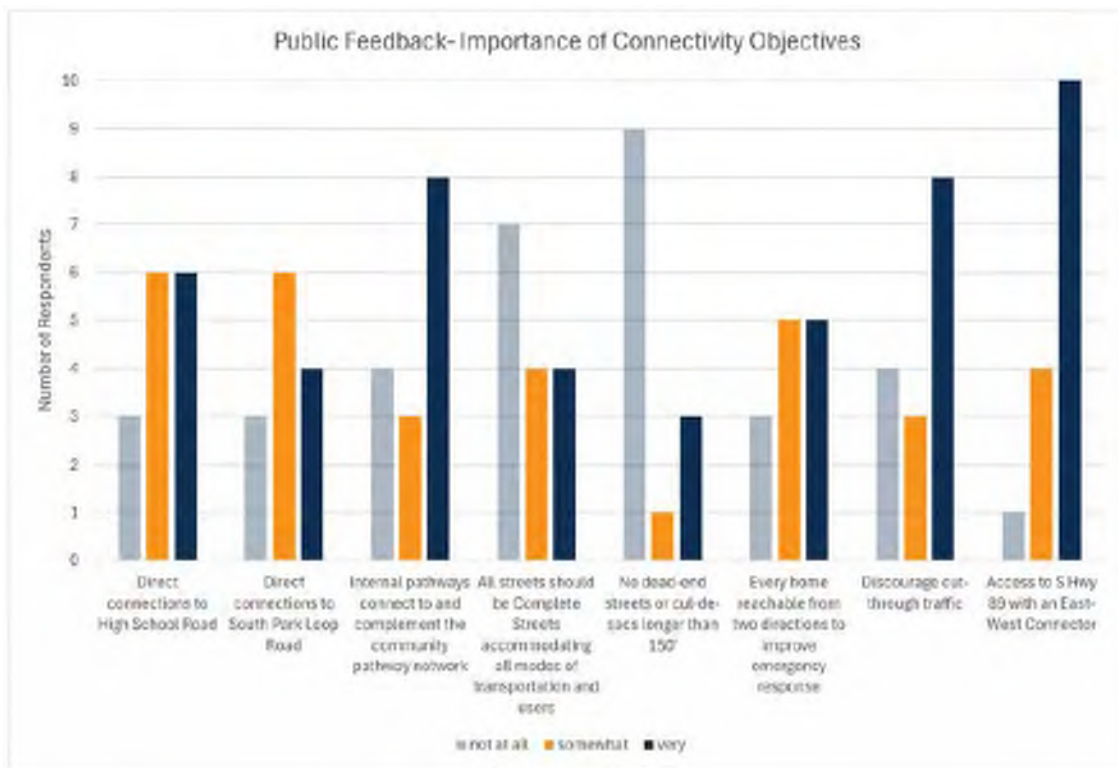


FIGURE 63: PUBLIC FEEDBACK – IMPORTANCE OF COMMUNITY OBJECTIVES

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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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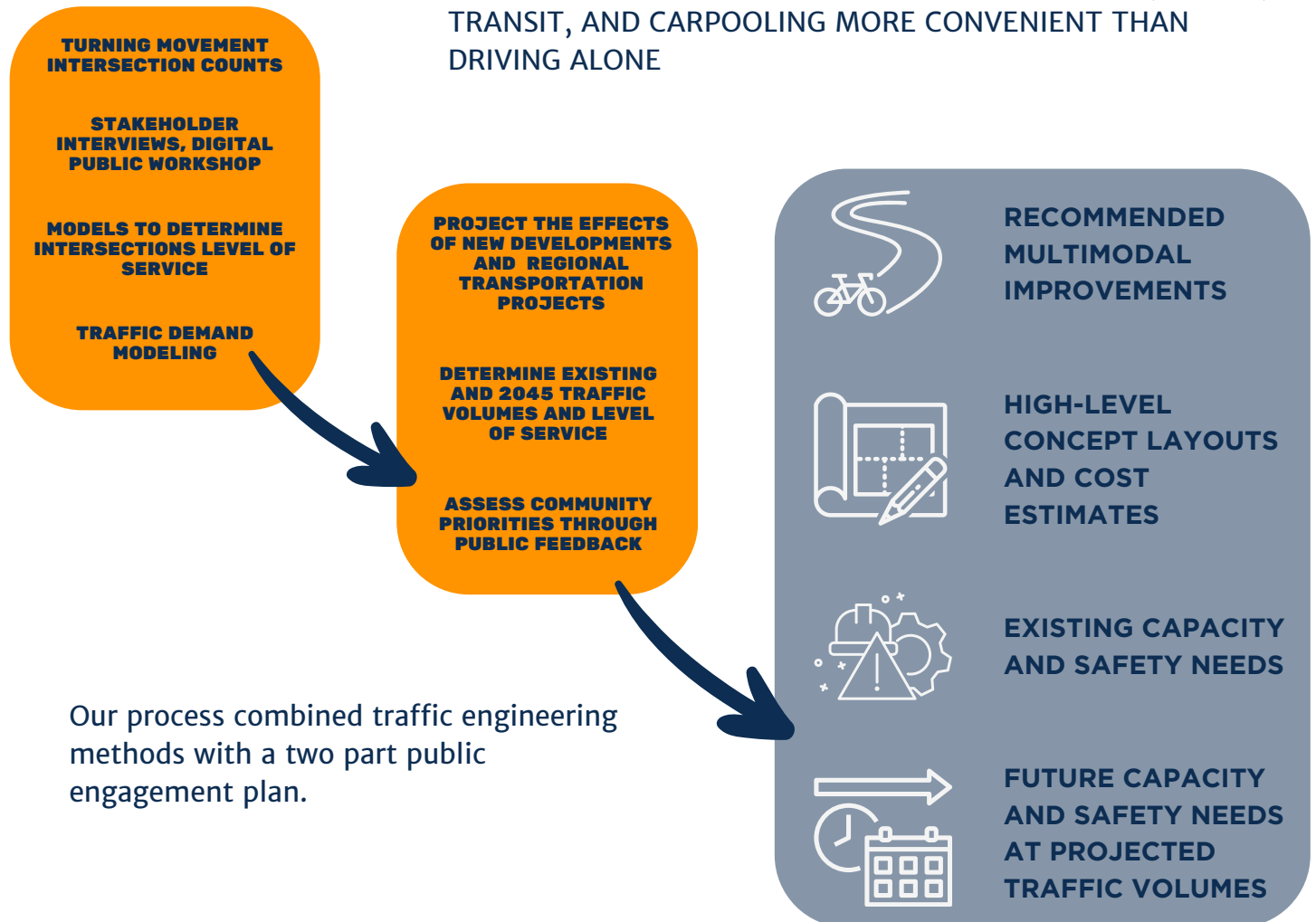


Introduction

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.**

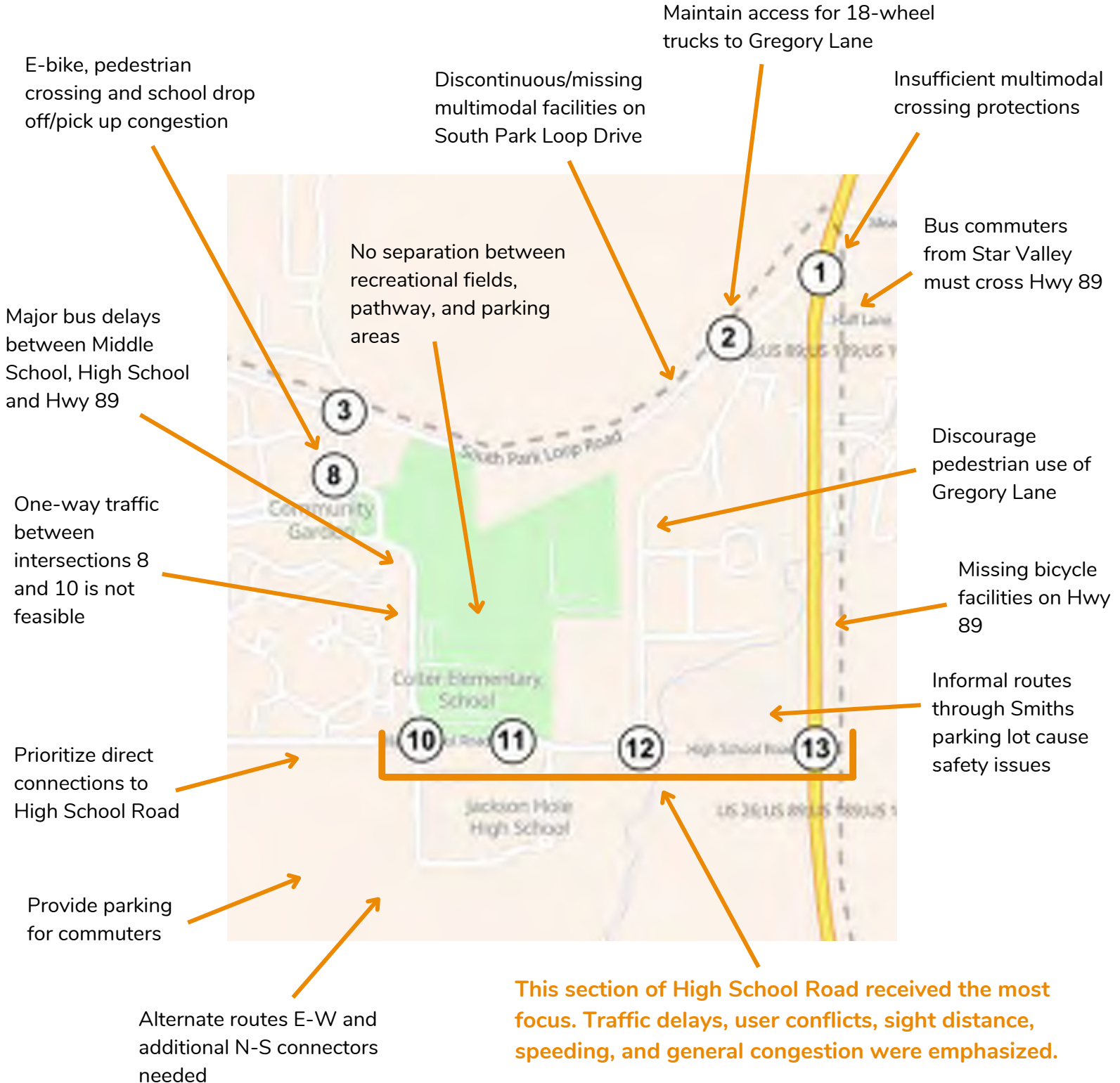
Gregory Lane

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

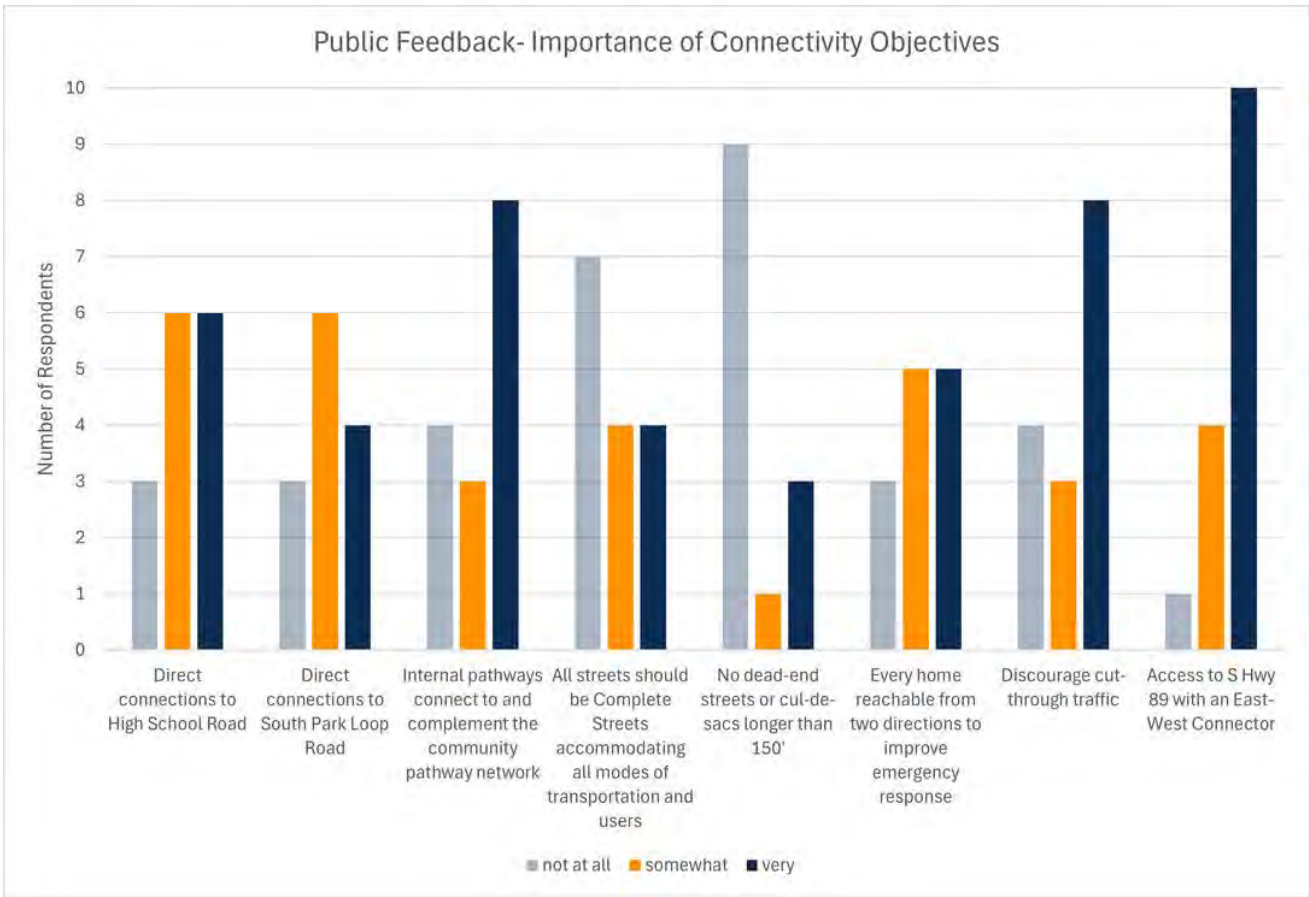
DIGITAL COMMUNITY WORKSHOP 1

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.





#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

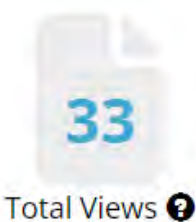
DIGITAL COMMUNITY WORKSHOP 1



BIGGEST CONCERNS



WHAT IS MOST IMPORTANT?



WHAT'S WORKING?



FULL COMMENTS IN APPENDIX



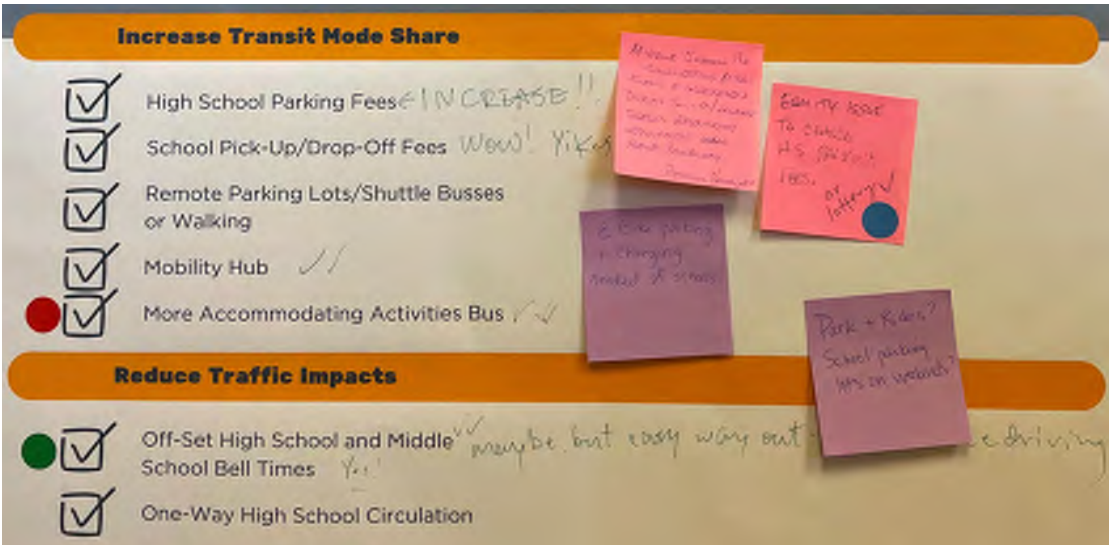
TRAVEL DEMAND MANAGEMENT

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.

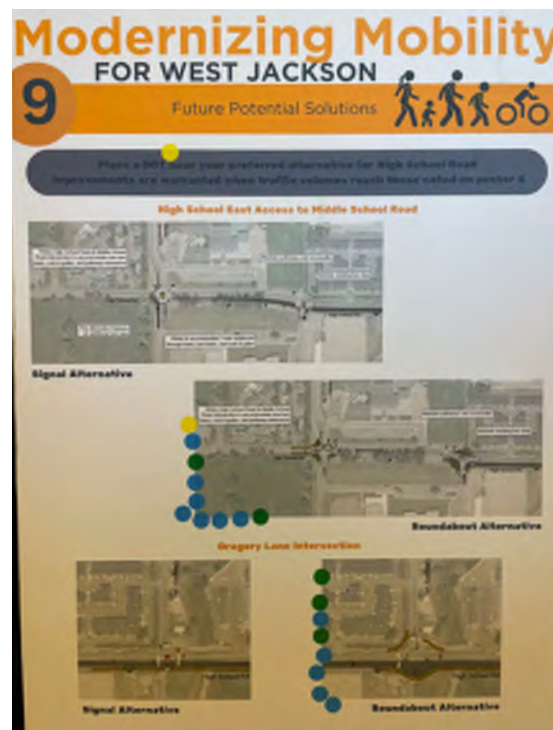
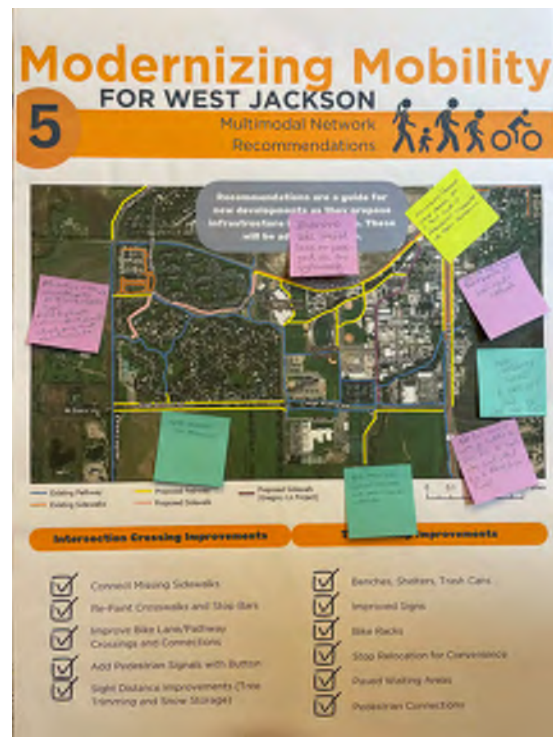
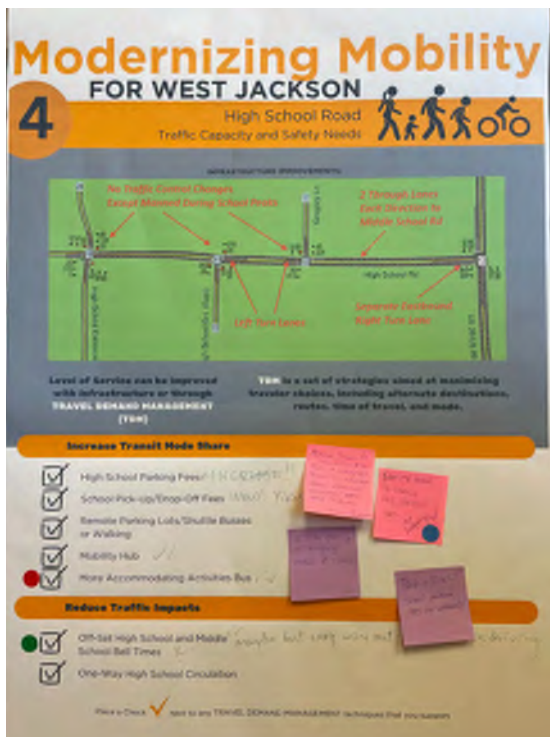
Participants indicated that an effective activities bus would be useful, also supporting remote parking lots, mobility hubs with transit connections to Melody Ranch and Rafter J, and off-set bell times. High School parking fees received moderate support, with a comment suggesting that parking passes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

#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 (

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'.

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.

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=IwZXh0bgNhZW0CMTEAAAR2Q1UmgXusN9IOj3ymYyMDHYRcyam8uhyG11GvZZtmFQCBHpeJFlntG-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

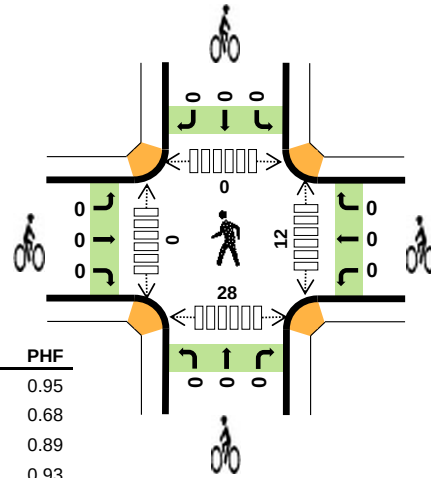
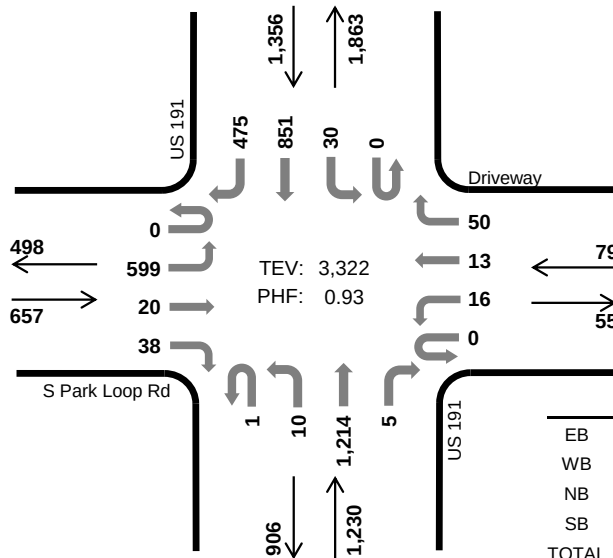


Peak Hour

Date: 10/17/2023

Count Period: 7:00 AM to 10:00 AM

Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	4.1%	0.95
WB	7.6%	0.68
NB	6.4%	0.89
SB	5.3%	0.93
TOTAL	5.5%	0.93

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

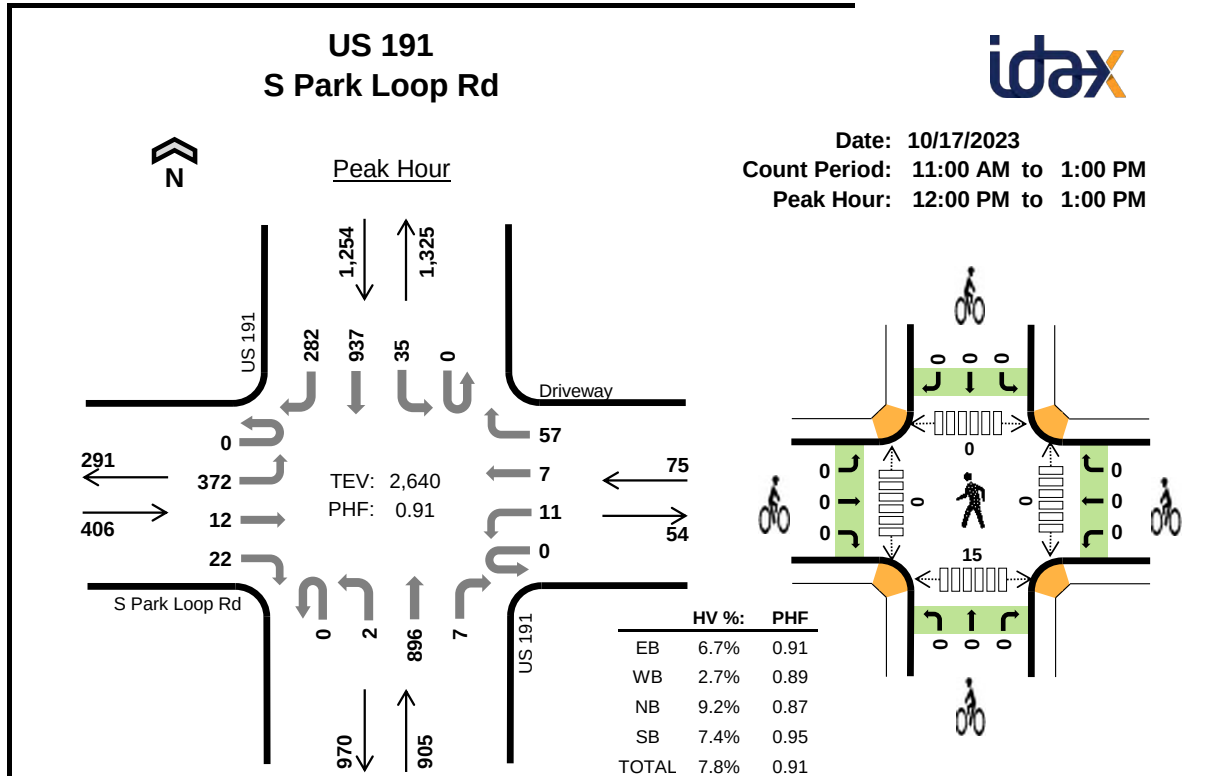
Three-Hour Count Summaries - Heavy Vehicles

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

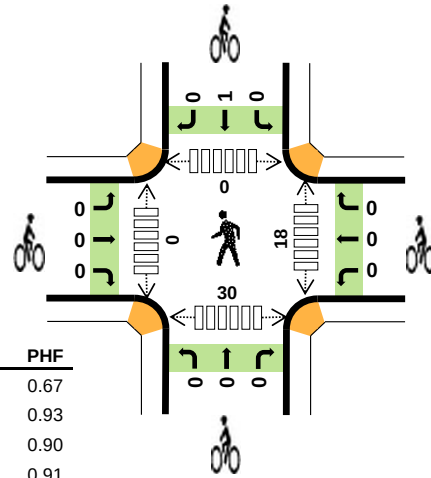
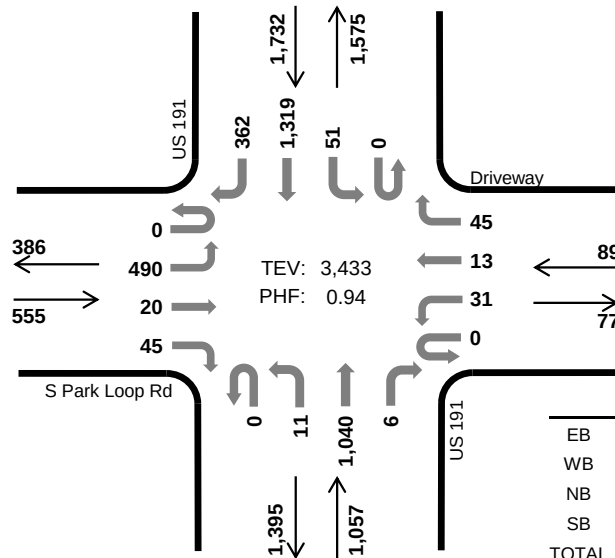


Peak Hour

Date: 10/17/2023

Count Period: 2:00 PM to 6:00 PM

Peak Hour: 4:00 PM to 5:00 PM



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	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	1	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	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	1	0	5	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	0	1	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Gregory Ln S Park Loop Rd

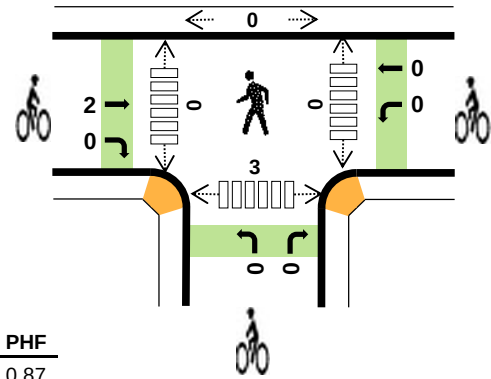
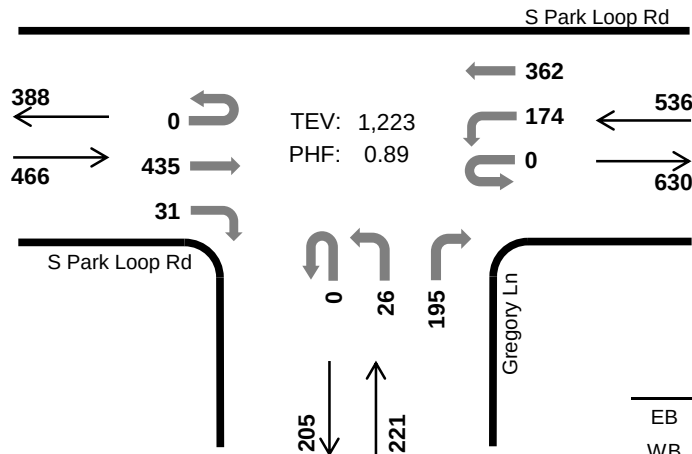


Peak Hour

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

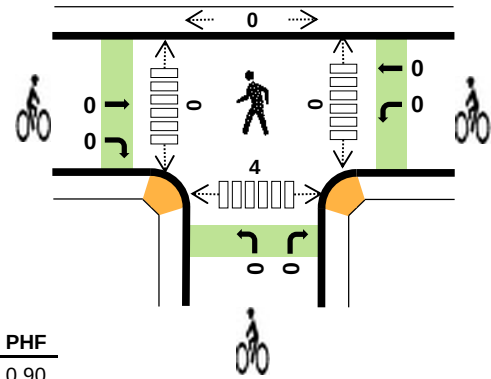
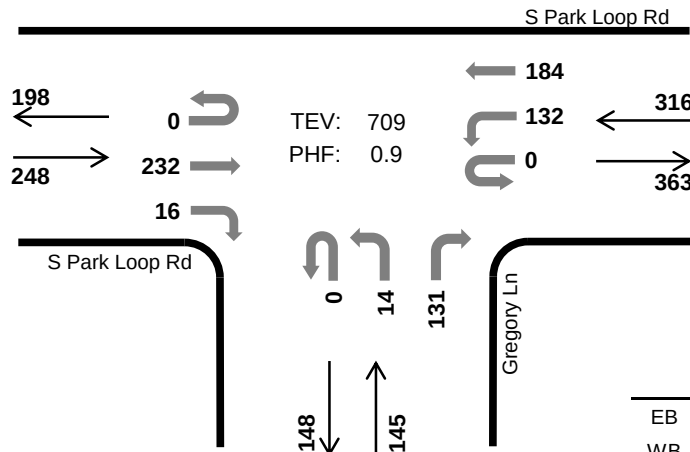


Peak Hour

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

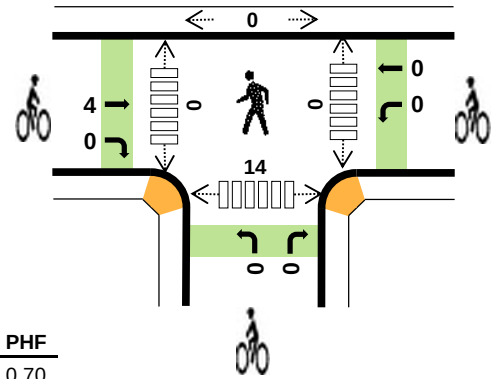
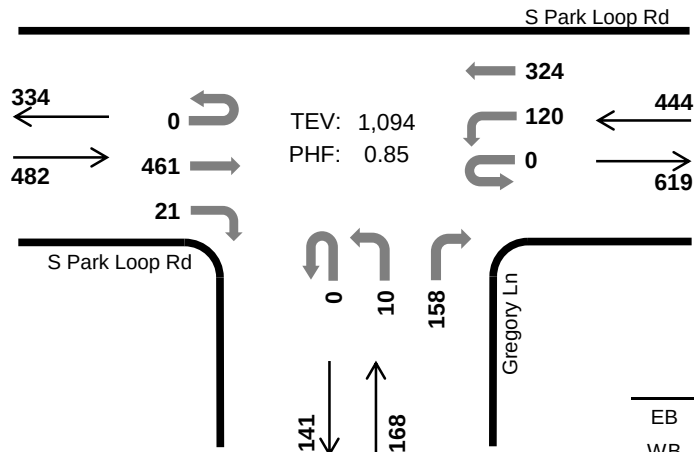


Peak Hour

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

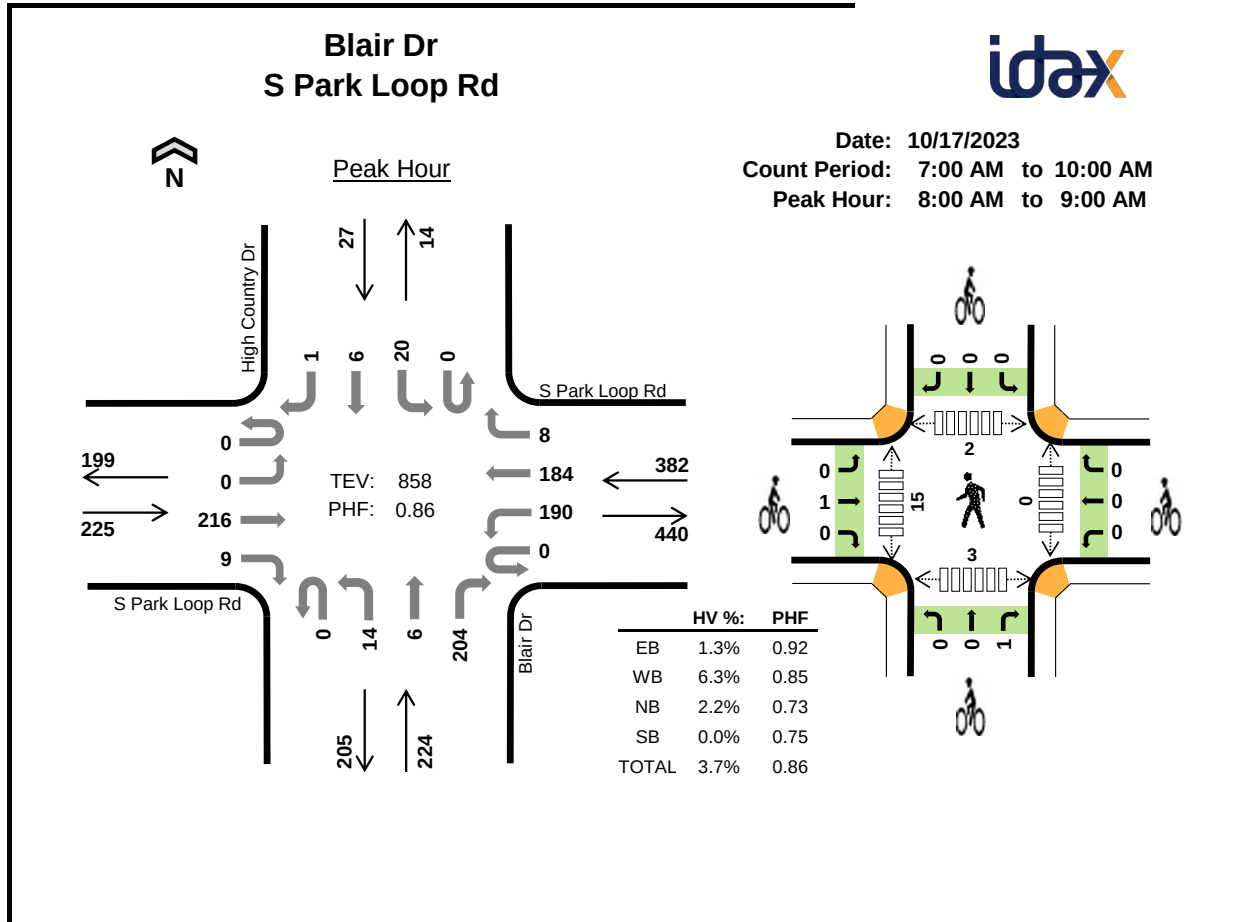
Four-Hour Count Summaries - Heavy Vehicles

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.



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

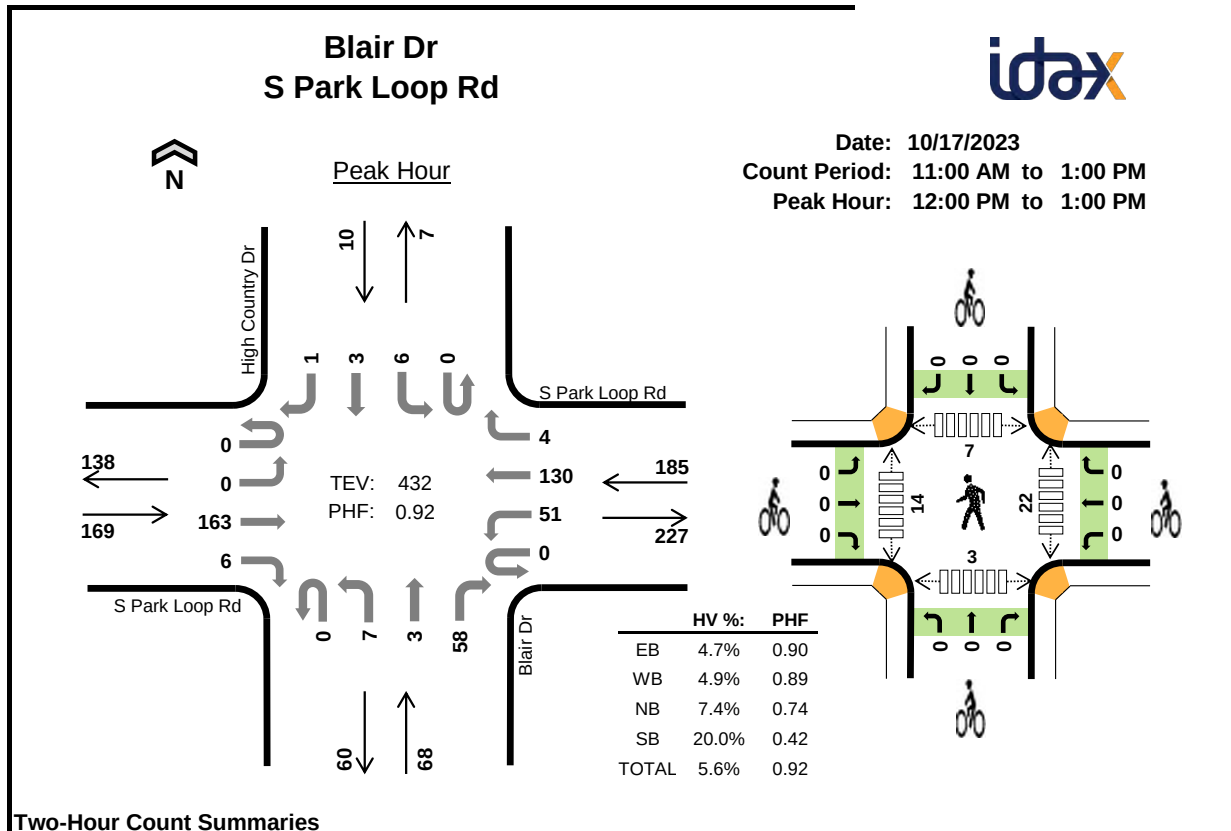
Three-Hour Count Summaries - Heavy Vehicles

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.



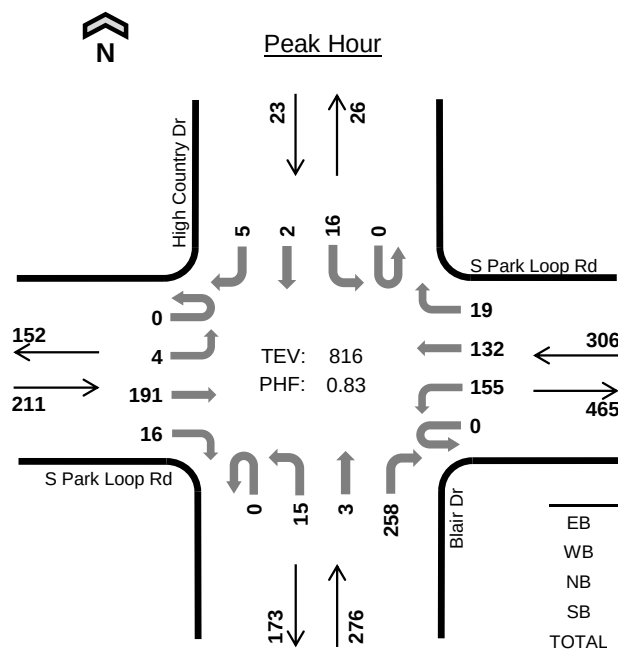
Interval Start		S Park Loop Rd				S Park Loop Rd				Blair Dr				High Country Dr				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	11:00 AM	0	0	38	1	0	4	23	1	0	2	1	11	0	1	1	0	83	0
	11:15 AM	0	0	27	1	0	8	29	0	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.

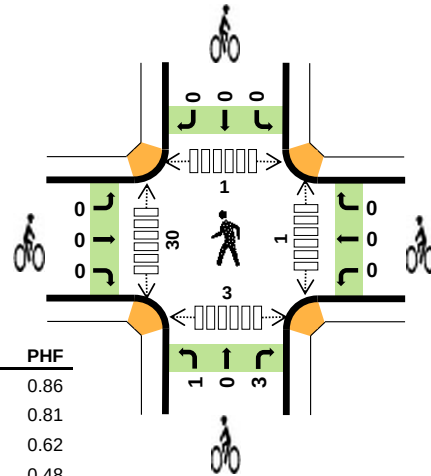
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	4	2	1	0	7	0	0	0	0	0	0	1	0	3	4
11:15 AM	1	1	2	0	4	0	0	0	0	0	0	2	2	0	4
11:30 AM	1	4	2	0	7	0	0	0	0	0	0	1	1	3	5
11:45 AM	0	1	1	0	2	0	0	0	0	0	0	3	2	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



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

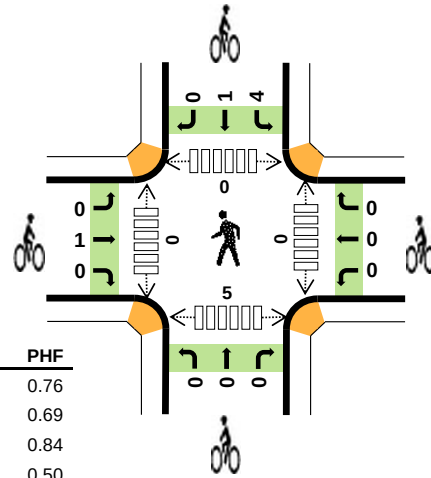
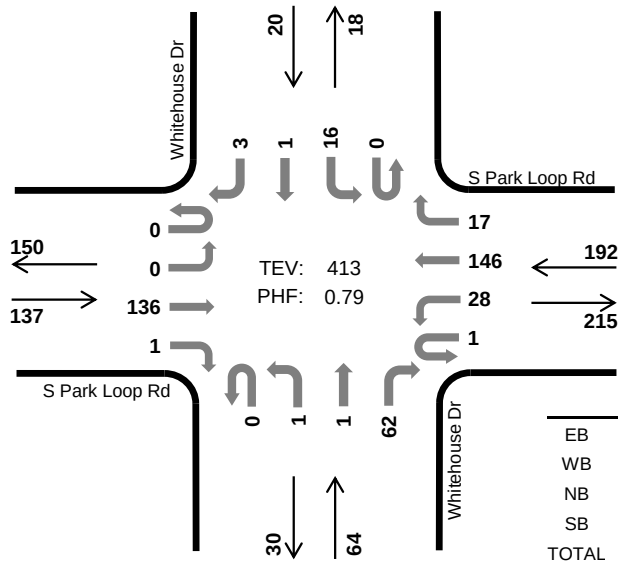


Peak Hour

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

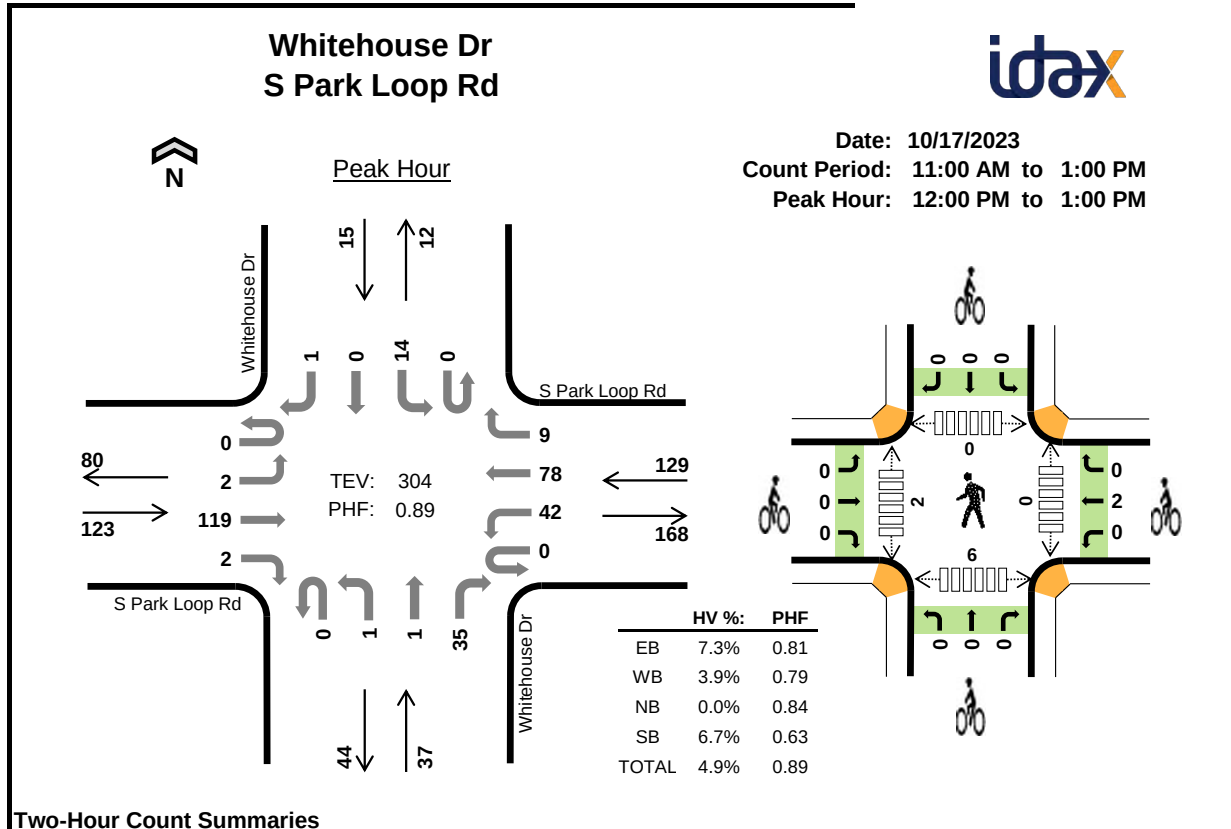
Three-Hour Count Summaries - Heavy Vehicles

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	1	1	0	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	1	0	3	16
9:15 AM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	1	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
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	1	0	0	2	2
8:45 AM	0	0	0	0	0	0	0	0	0	3	1	0	4	6
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
9:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	5
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	2	0	0	0	0	0	0	0	4	1	0	7	0
Peak Hour	0	1	0	0	0	0	0	0	0	4	1	0	6	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.

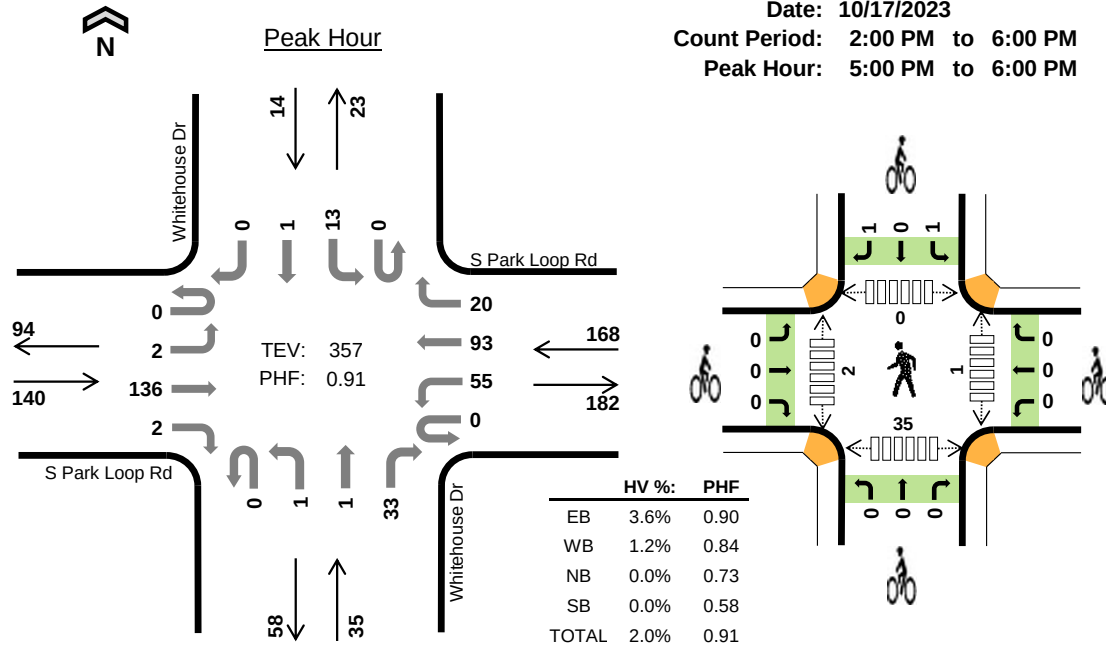
Whitehouse Dr S Park Loop Rd



Date: 10/17/2023

Count Period: 2:00 PM to 6:00 PM

Peak Hour: 5:00 PM to 6:00 PM



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)				
	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	0	0	1	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	0	4	0
2:15 PM	0	0	1	0	0	0	1	0	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	0	2	0
2:45 PM	0	0	0	0	0	0	2	0	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	0	1	7
3:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	3	8
3:30 PM	0	0	3	0	0	1	0	0	0	0	1	0	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	0	4	13
4:00 PM	0	0	2	0	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	0	2	13
4:30 PM	0	0	1	0	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	0	1	6
5:00 PM	0	0	2	0	0	0	2	0	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	0	6
5:30 PM	0	0	1	0	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	0	2	7
Count Total	0	1	23	0	0	2	7	1	0	0	1	0	0	1	0	0	0	36	0
Peak Hour	0	0	5	0	0	0	2	0	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

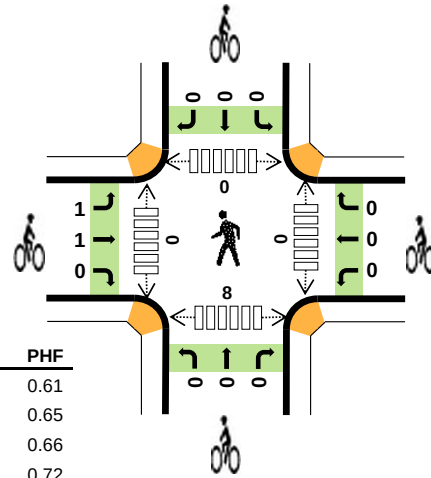
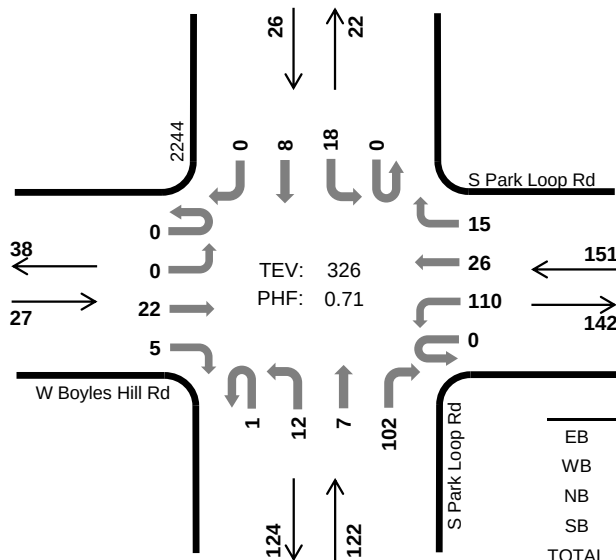


Peak Hour

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
7:15 AM	0	1	0	0	1	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
7:45 AM	0	4	0	0	4	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	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
9:00 AM	0	2	1	0	3	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
9:30 AM	1	2	3	0	6	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	1	1
Count Total	3	21	15	2	41	2	0	0	0	2	0	0	0	10	10
Peak Hour	2	7	5	1	15	2	0	0	0	2	0	0	0	8	8

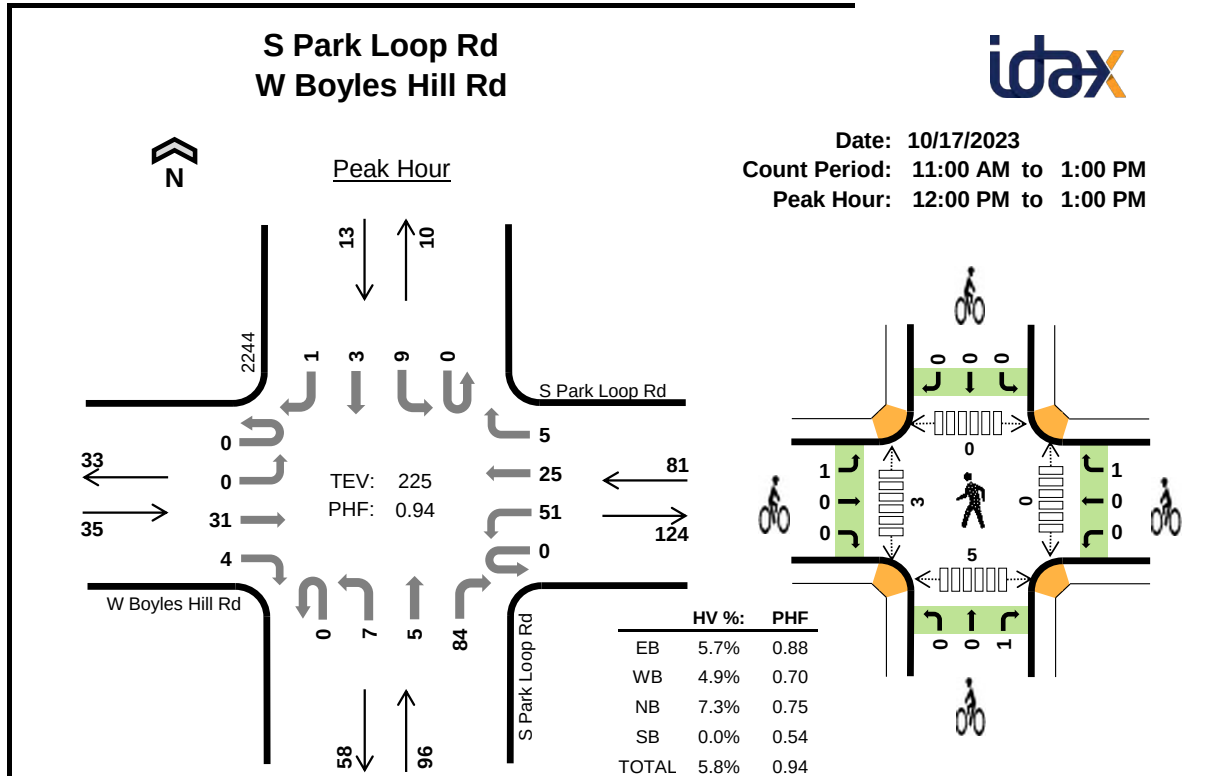
Three-Hour Count Summaries - Heavy Vehicles

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

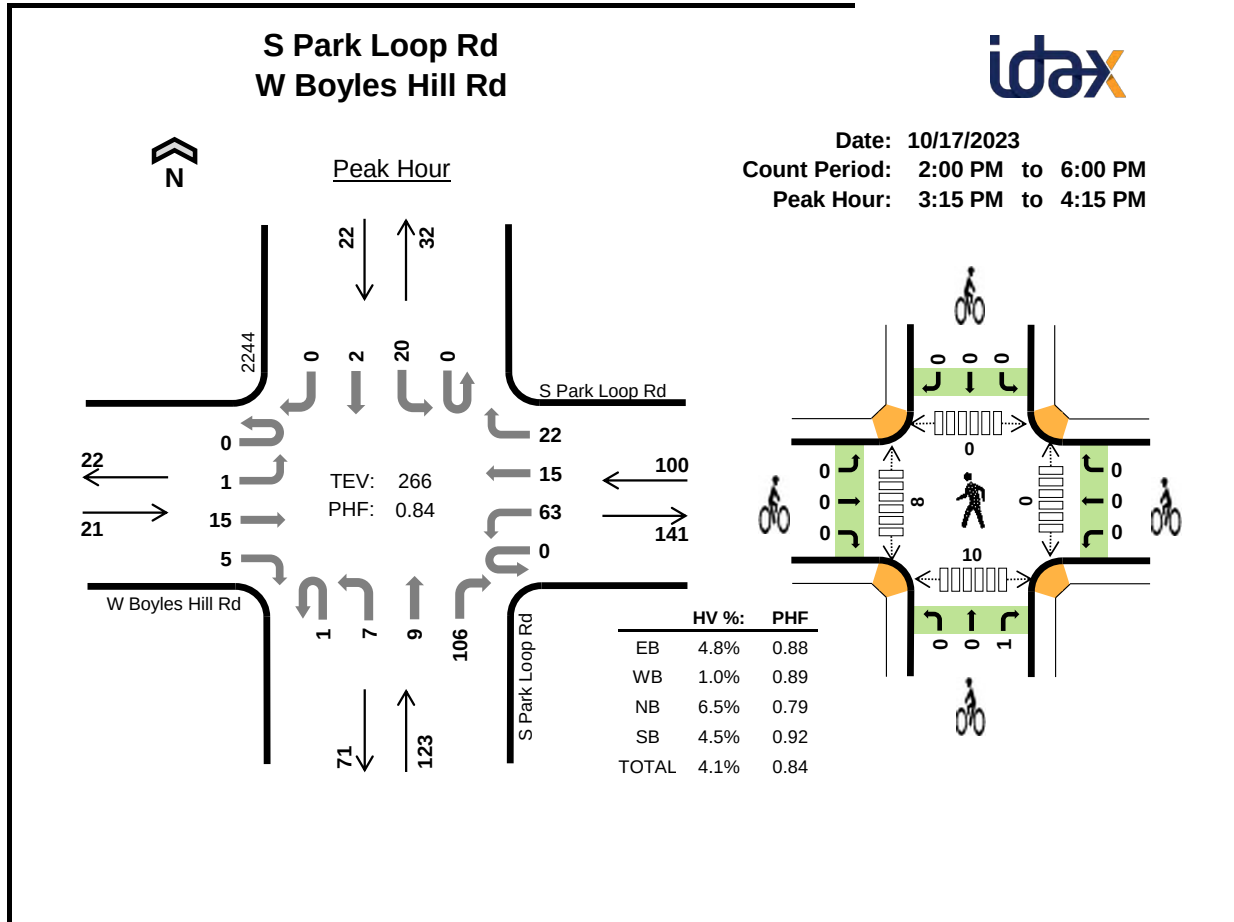
Two-Hour Count Summaries - Heavy Vehicles

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	1	0	0	0	0	5	0
11:15 AM	0	0	0	0	0	2	1	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	1	0	0	0	0	2	0
11:45 AM	0	0	0	0	0	1	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	2	0	0	0	0	2	10
12:15 PM	0	0	1	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	2	0	0	0	0	5	12
12:45 PM	0	0	0	0	0	2	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	11	0	0	0	0	26	0
Peak Hour	0	0	2	0	0	3	1	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
11:15 AM	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
11:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	2	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	4
12:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	4
12:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	3
Count Total	2	1	1	0	0	1	0	0	1	0	0	0	6	0
Peak Hour	1	0	0	0	0	1	0	0	1	0	0	0	3	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



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	0	1	0	1	2
2:30 PM	2	0	1	0	3	0	0	0	0	0	0	1	0	0	1
2:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1
3:00 PM	0	0	1	0	1	0	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	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
4:15 PM	1	0	1	0	2	1	0	0	0	1	0	3	0	1	4
4:30 PM	0	1	1	1	3	0	0	0	0	0	0	0	0	4	4
4:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	2	2
5:00 PM	0	1	3	0	4	0	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	1	0	0	0	0	3	0	
2:15 PM	0	0	0	0	0	1	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	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	1	11	
3:00 PM	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	1	0	1	0	0	0	0	3	8	
3:30 PM	0	0	0	0	0	1	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	1	0	1	0	0	2	9	
4:00 PM	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	1	0	0	0	0	2	10	
4:30 PM	0	0	0	0	0	1	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	1	0	0	0	0	1	9	
5:00 PM	0	0	0	0	0	1	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	8	
5:30 PM	0	0	0	1	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	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

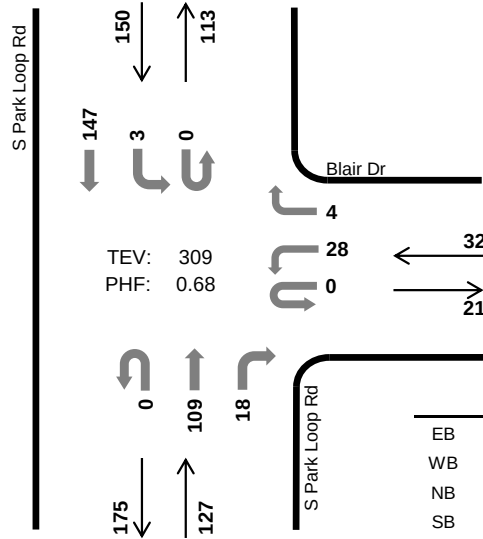
Interval Start	W Boyles Hill Rd			S Park Loop Rd			S Park Loop Rd			2244			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	0	1	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	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	1
4:15 PM	0	0	1	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	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	1
5:15 PM	1	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	2	3
5:45 PM	0	2	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	7	0
Peak Hour	0	0	0	0	0	0	0	0	1	0	0	0	1	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

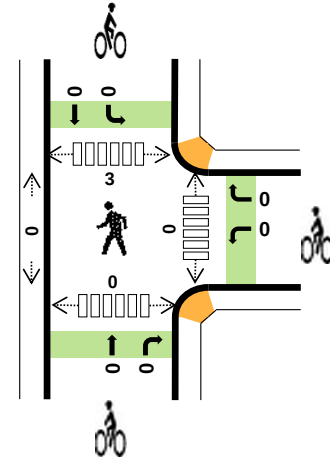
S Park Loop Rd Blair Dr



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	-	-
WB	0.0%	0.73
NB	5.5%	0.62
SB	4.0%	0.67
TOTAL	4.2%	0.68

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	2	0	0	0	0	3	1	0	0	25	0	31	0
7:15 AM		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	4	0	0	0	0	7	1	0	0	17	0	29	0
7:45 AM		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	7	0	0	0	0	47	4	0	0	56	0	114	265
8:15 AM		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	10	0	1	0	0	23	7	0	1	22	0	64	309
8:45 AM		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	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	22	1	0	0	13	0	36	212
9:30 AM		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	4	0	2	0	0	22	2	0	0	14	0	44	158
Count Total		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	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: 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
7:15 AM	0	0	1	1	2	0	0	0	0	0	0	0	1	0	1
7:30 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0
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
8:45 AM	0	1	2	1	4	1	0	0	0	1	0	0	0	0	0
9:00 AM	0	0	2	2	4	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
9:30 AM	0	1	3	3	7	0	0	0	0	0	0	0	1	0	1
9:45 AM	0	0	2	2	4	0	0	0	0	0	0	0	2	0	2
Count Total	0	3	23	17	43	0	0	0	0	0	0	0	7	0	7
Peak Hr	0	0	7	6	13	0	0	0	0	0	0	0	3	0	3

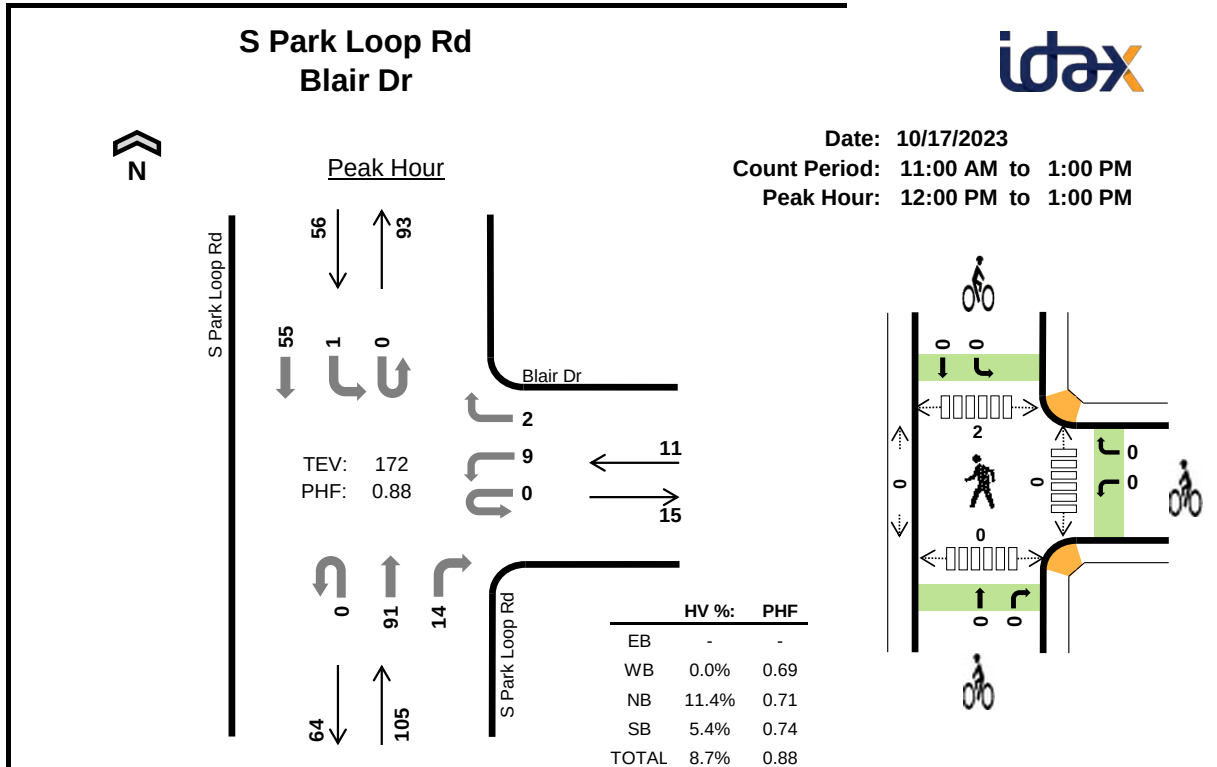
Three-Hour Count Summaries - Heavy Vehicles

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	1	0	2	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	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	2	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	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	3	10
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	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	4	13
8:45 AM	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	4	14
9:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	4	15
9:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	5	17
9:30 AM	0	0	0	0	0	0	0	1	0	0	2	1	0	0	3	0	7	20
9:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	4	20
Count Total	0	0	0	0	0	2	0	1	0	0	14	9	0	1	16	0	43	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	5	2	0	1	5	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
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	1	0	0	0	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	1	0	0	0	0	0	0	0	0	0	0	1	2
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	0	0	0	0	0	2
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
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	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		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.

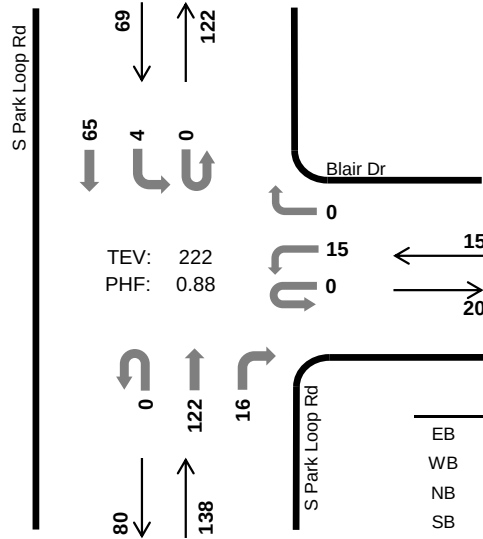
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	2	1	3	0	0	0	0	0	0	0	1	0	1
11:30 AM	0	0	2	2	4	0	0	0	0	0	0	0	2	0	2
11:45 AM	0	0	1	1	2	1	0	0	0	1	0	0	2	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	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
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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
12:00 PM	0	0	0	0	0	0	0	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	0	1	1
12:30 PM	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
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Note: U-Turn volumes for bikes are included in Left-Turn, if any.																		

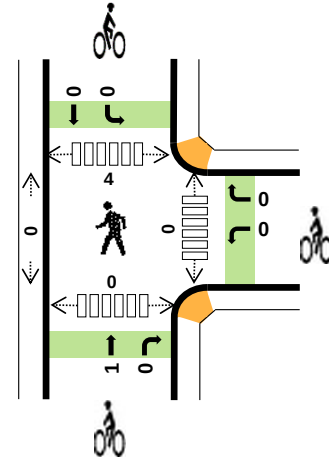
S Park Loop Rd Blair Dr



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	-	-
WB	6.7%	0.54
NB	10.9%	0.84
SB	0.0%	0.82
TOTAL	7.2%	0.88

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
2:15 PM	0	0	2	0	2	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	1	0	1
2:45 PM	0	0	0	1	1	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
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
4:15 PM	0	0	1	0	1	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	1	1	2
4:45 PM	0	0	1	0	1	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	2	0	2
5:15 PM	0	0	2	0	2	1	0	0	0	1	0	0	1	1	2
5:30 PM	0	0	1	1	2	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	2	0	2
Count Total	0	1	37	8	46	0	0	1	0	1	0	0	17	2	19
Peak Hr	0	1	15	0	16	0	0	1	0	1	0	0	4	0	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.

Whitehouse Dr Blair Rd

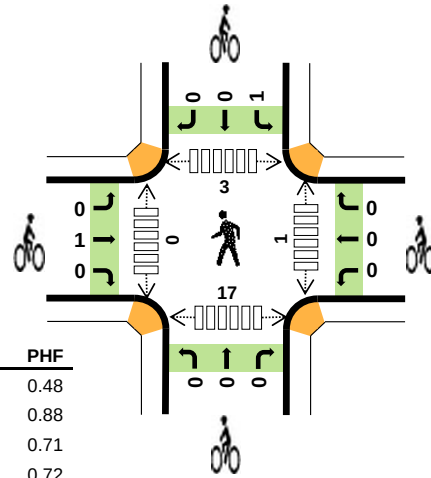
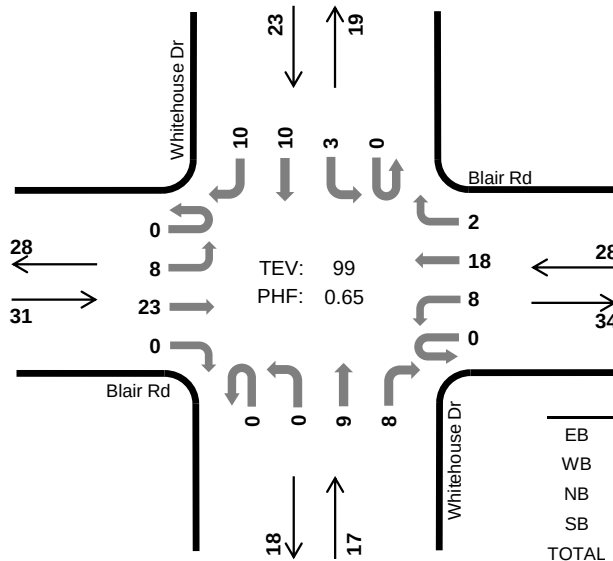


Peak Hour

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	9.7%	0.48
WB	0.0%	0.88
NB	0.0%	0.71
SB	8.7%	0.72
TOTAL	5.1%	0.65

Three-Hour Count Summaries

Interval Start	Blair Rd Eastbound				Blair Rd Westbound				Whitehouse Dr Northbound				Whitehouse Dr Southbound				15-min Total	Rolling One Hour
	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	99	0
	HV	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	5	0
	HV%	-	0%	13%	-	-	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	1	1
7:15 AM	1	1	0	1	3	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
7:45 AM	2	0	0	0	2	0	0	0	0	0	1	0	0	3	4
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
9:00 AM	2	0	0	1	3	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	1	1
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	3	4
9:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	1	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

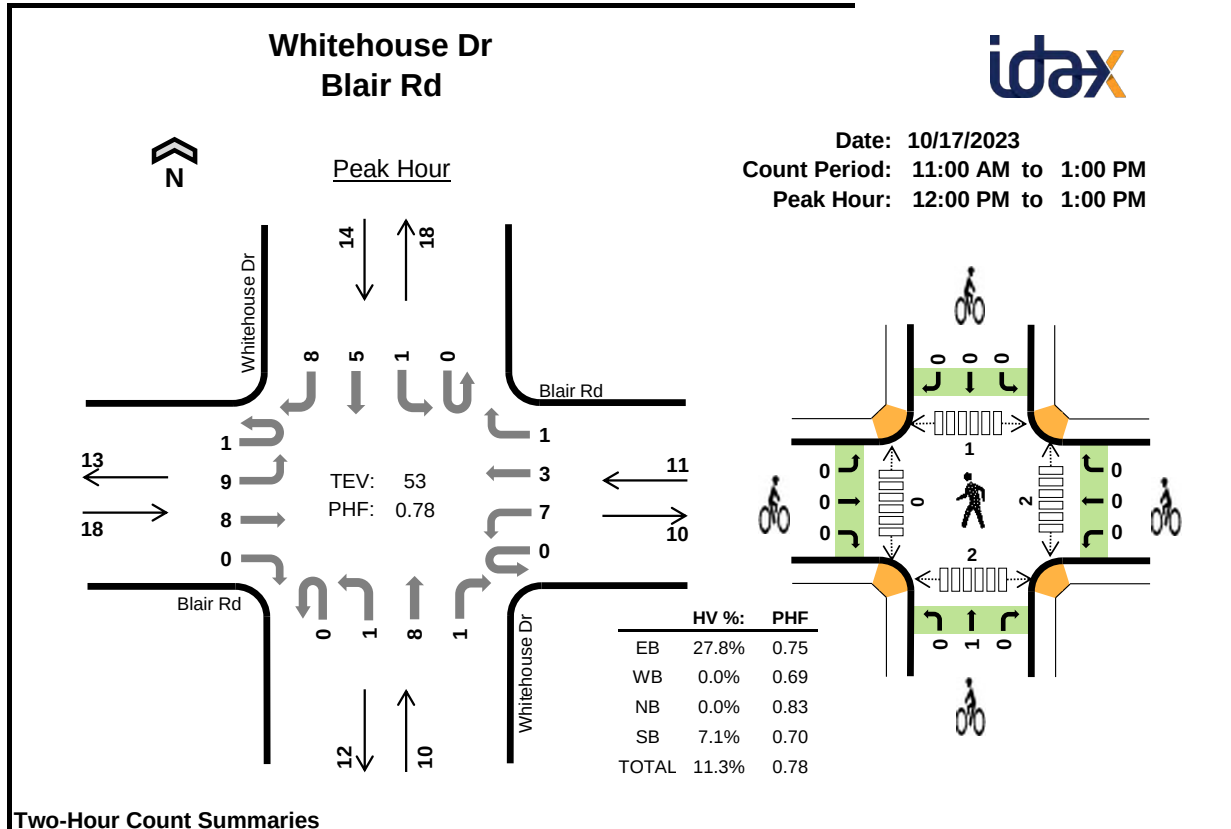
Three-Hour Count Summaries - Heavy Vehicles

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	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	2	8
8:00 AM	0	0	1	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	1	7
8:30 AM	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	1	5
9:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	7
9:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
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	1	0	0	1	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	1	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	1
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	1
9:45 AM	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	1	0	0	2	0
Peak Hour	0	1	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.

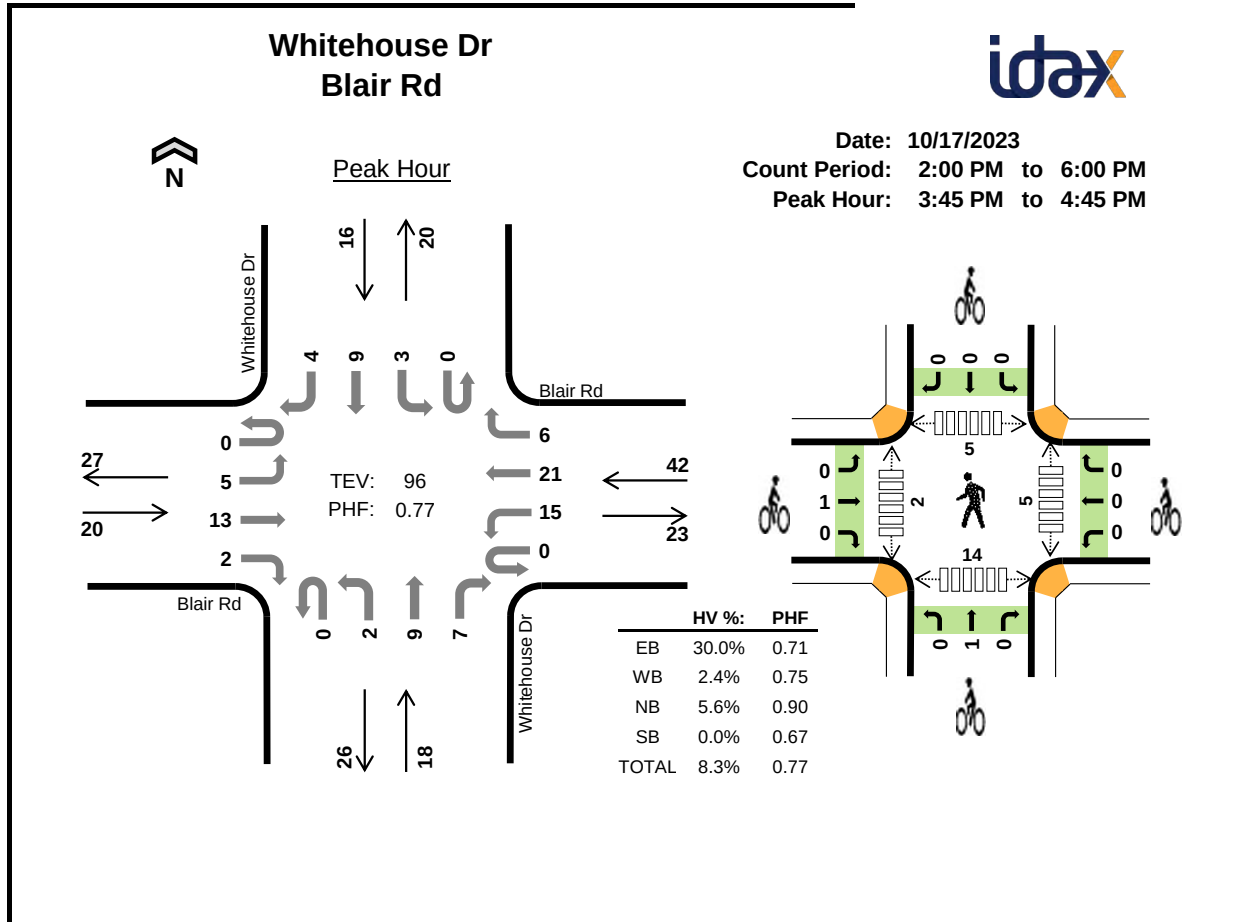
**Two-Hour Count Summaries**

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		
	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	
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	1	0		0	0	0		1	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	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.																			

**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
2:15 PM	1	0	0	0	1	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
2:45 PM	1	0	0	1	2	0	0	0	0	0	0	0	0	1	1
3:00 PM	1	0	0	0	1	0	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	1	1
3:30 PM	0	1	1	1	3	0	0	1	0	1	0	0	1	4	5
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
4:45 PM	2	0	0	0	2	0	1	1	0	2	1	0	0	4	5
5:00 PM	0	1	0	0	1	0	0	0	1	1	1	0	1	6	8
5:15 PM	0	0	1	0	1	1	0	0	1	2	0	0	0	3	3
5:30 PM	1	0	0	0	1	0	1	0	0	1	2	0	0	2	4
5:45 PM	1	0	0	0	1	0	1	0	0	1	1	0	8	6	15
Count Total	15	3	3	2	23	2	3	4	2	11	10	2	15	44	71
Peak Hour	6	1	1	0	8	1	0	1	0	2	5	2	5	14	26

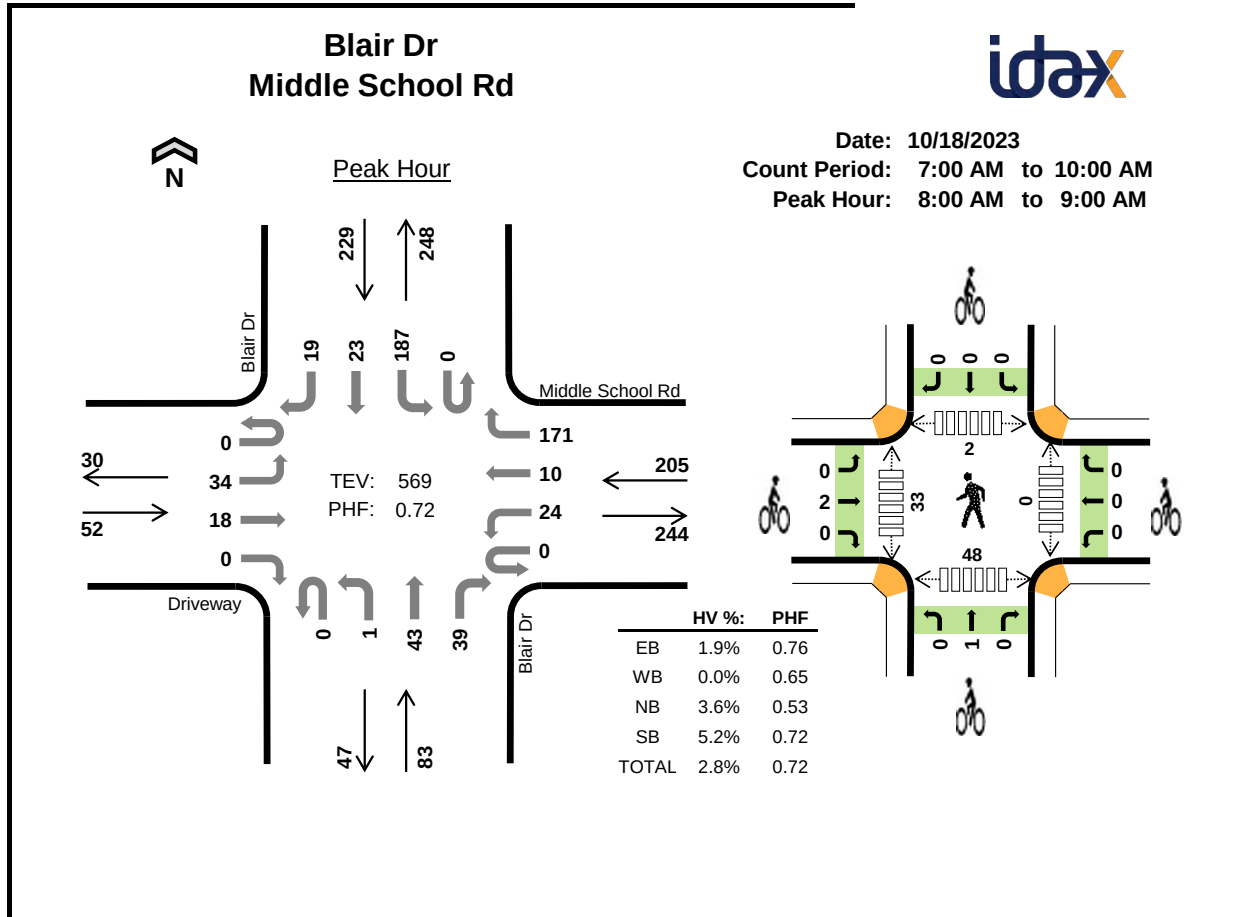
Four-Hour Count Summaries - Heavy Vehicles

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	0	1	0	0	2
3:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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.



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
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	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

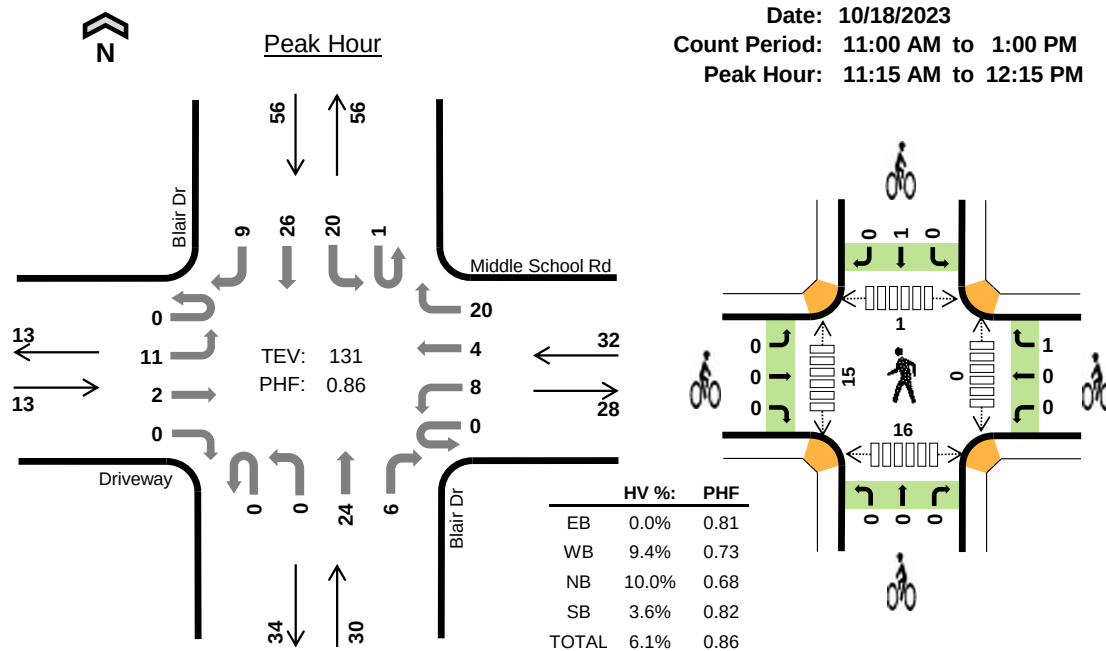
Interval Start	Driveway				Middle School Rd				Blair Dr				Blair Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	3	0
7:30 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
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	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	1	1	0	1	1	1	0	0	7	0
Peak Hour	0	2	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

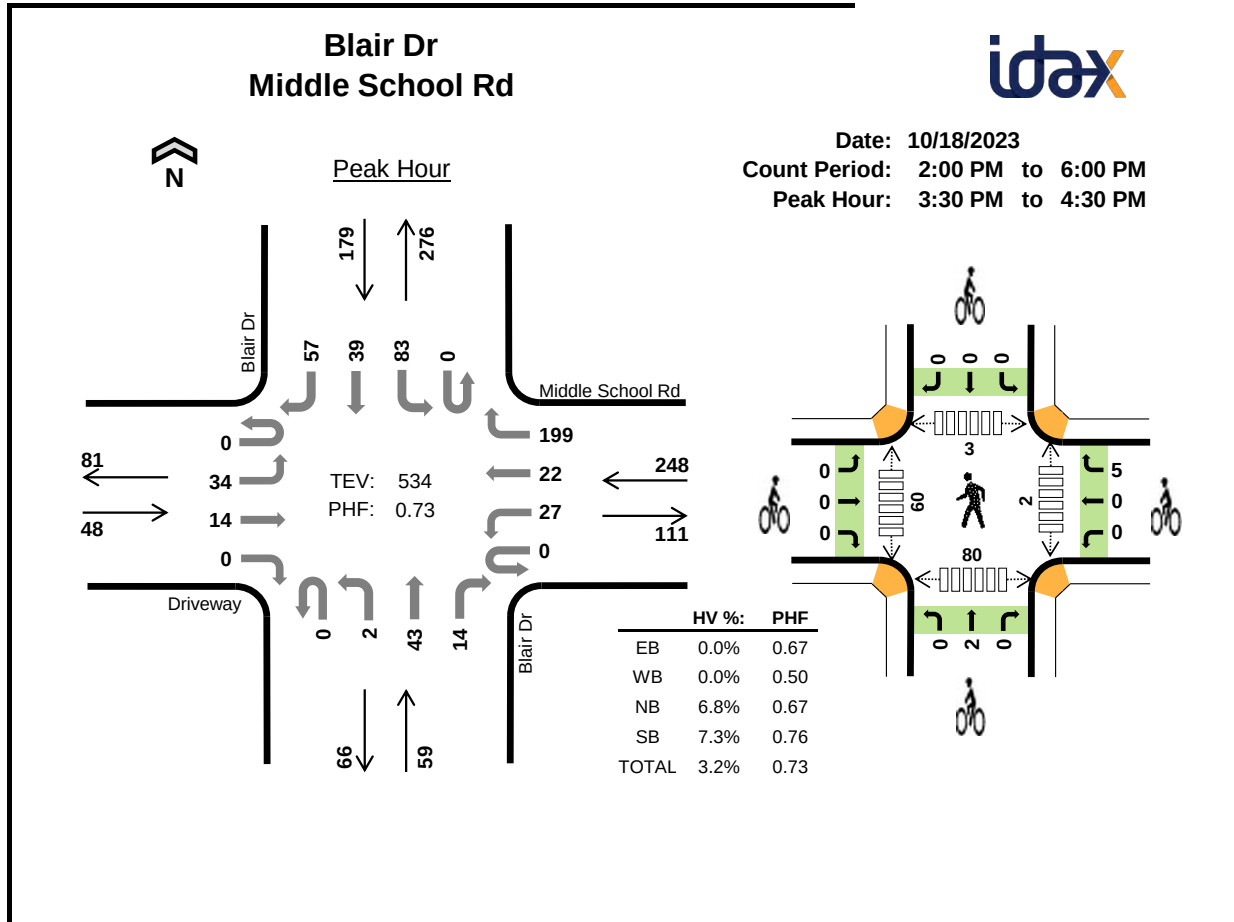
Two-Hour Count Summaries - Heavy Vehicles

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.



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.

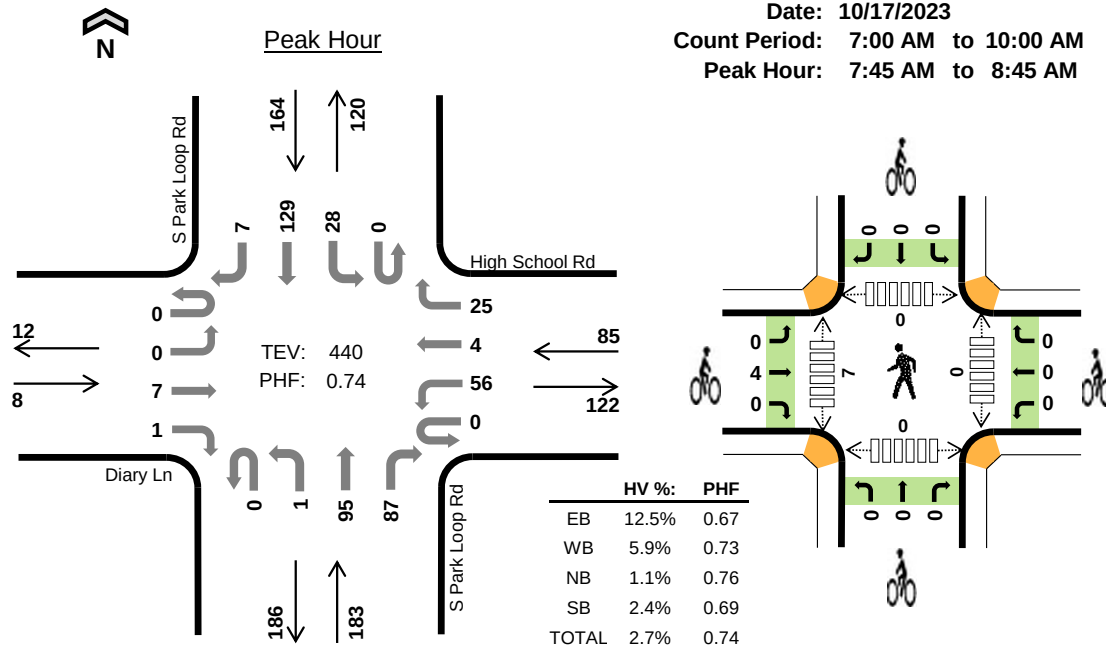
S Park Loop Rd High School Rd



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
7:15 AM	0	1	1	0	2	0	1	0	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
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
8:45 AM	0	3	3	2	8	1	0	0	0	1	0	1	0	0	1
9:00 AM	0	2	1	1	4	0	0	0	0	0	0	2	0	0	2
9:15 AM	0	1	2	1	4	0	0	0	0	0	0	2	0	0	2
9:30 AM	0	3	3	1	7	0	0	0	0	0	0	1	0	0	1
9:45 AM	0	2	2	2	6	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
Peak Hour	1	5	2	4	12	4	0	0	0	4	0	7	0	0	7

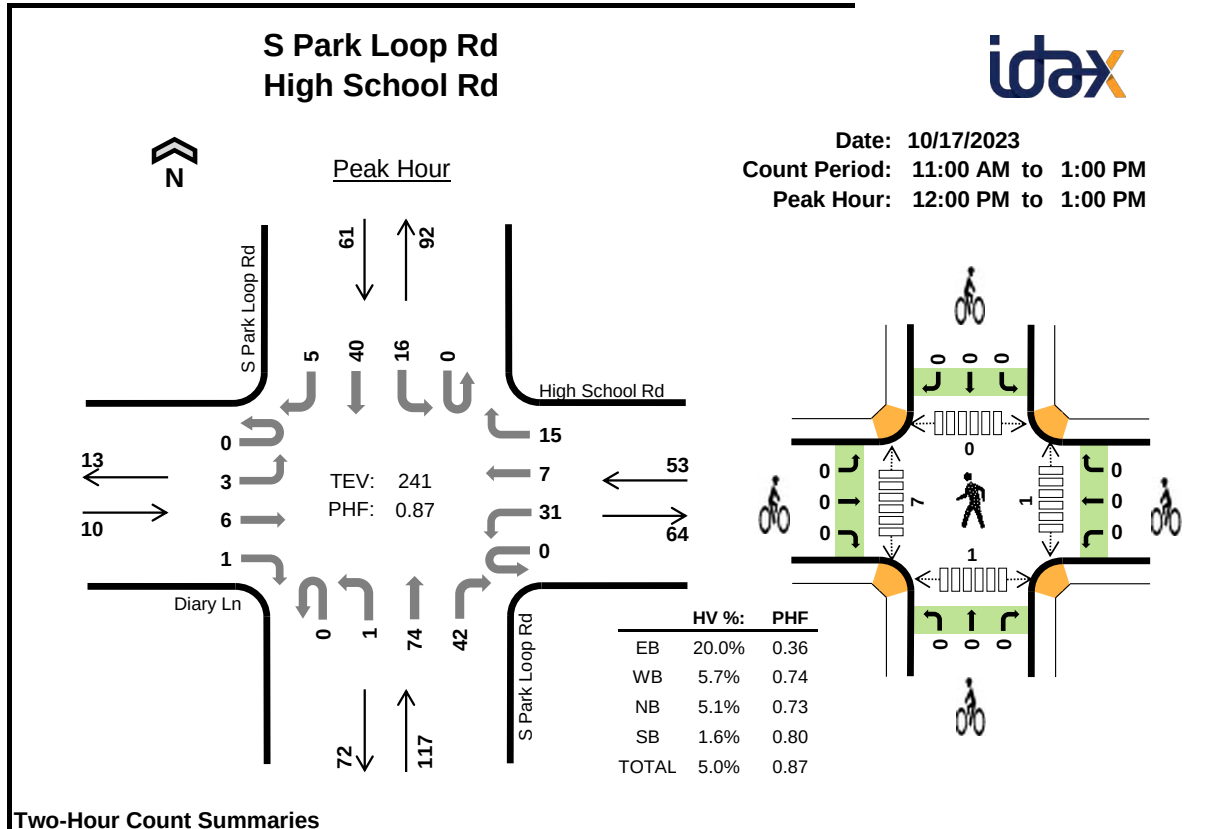
Three-Hour Count Summaries - Heavy Vehicles

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.

**Two-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		
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	0	1	0	0	1	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	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
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	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
12:15 PM	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
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Note: U-Turn volumes for bikes are included in Left-Turn, if any.																		

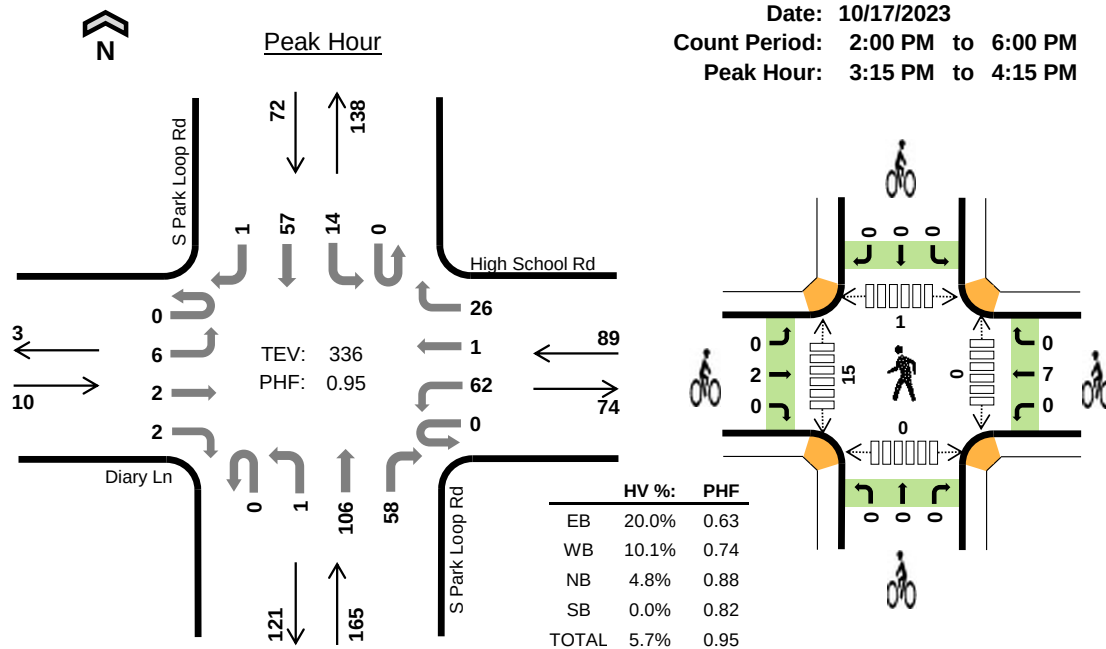
S Park Loop Rd High School Rd



Date: 10/17/2023

Count Period: 2:00 PM to 6:00 PM

Peak Hour: 3:15 PM to 4:15 PM



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	1
2:15 PM	1	2	1	0	4	1	0	0	0	1	0	2	0	0	2
2:30 PM	0	1	1	1	3	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	3
3:00 PM	0	2	1	0	3	0	1	0	0	1	0	4	0	0	4
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
4:15 PM	0	0	2	0	2	1	4	0	0	5	0	4	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	1	0	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	7	0	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	4	0	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	2	0	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	3	0	0	0	0	0	0	0	3	6
Count Total	0	8	0	0	17	0	0	0	0	0	0	0	25	0
Peak Hour	0	2	0	0	7	0	0	0	0	0	0	0	9	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

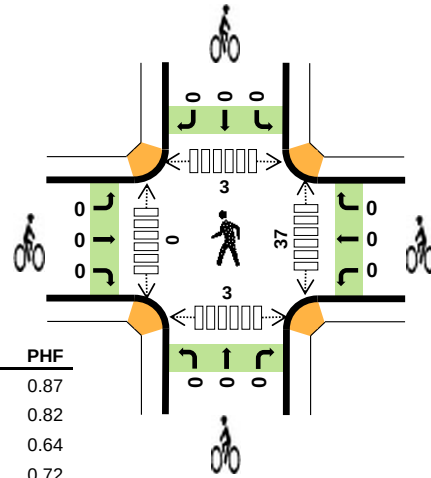
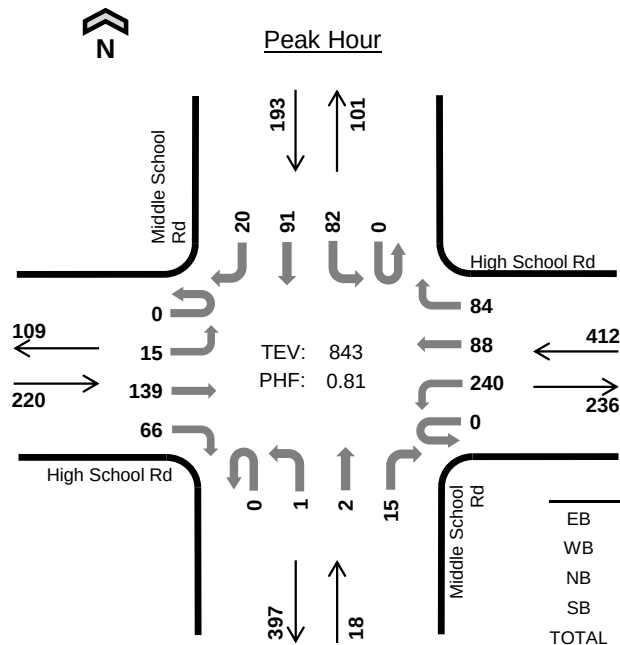
Middle School Rd High School Rd



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	0.9%	0.87
WB	2.9%	0.82
NB	5.6%	0.64
SB	9.3%	0.72
TOTAL	3.9%	0.81

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

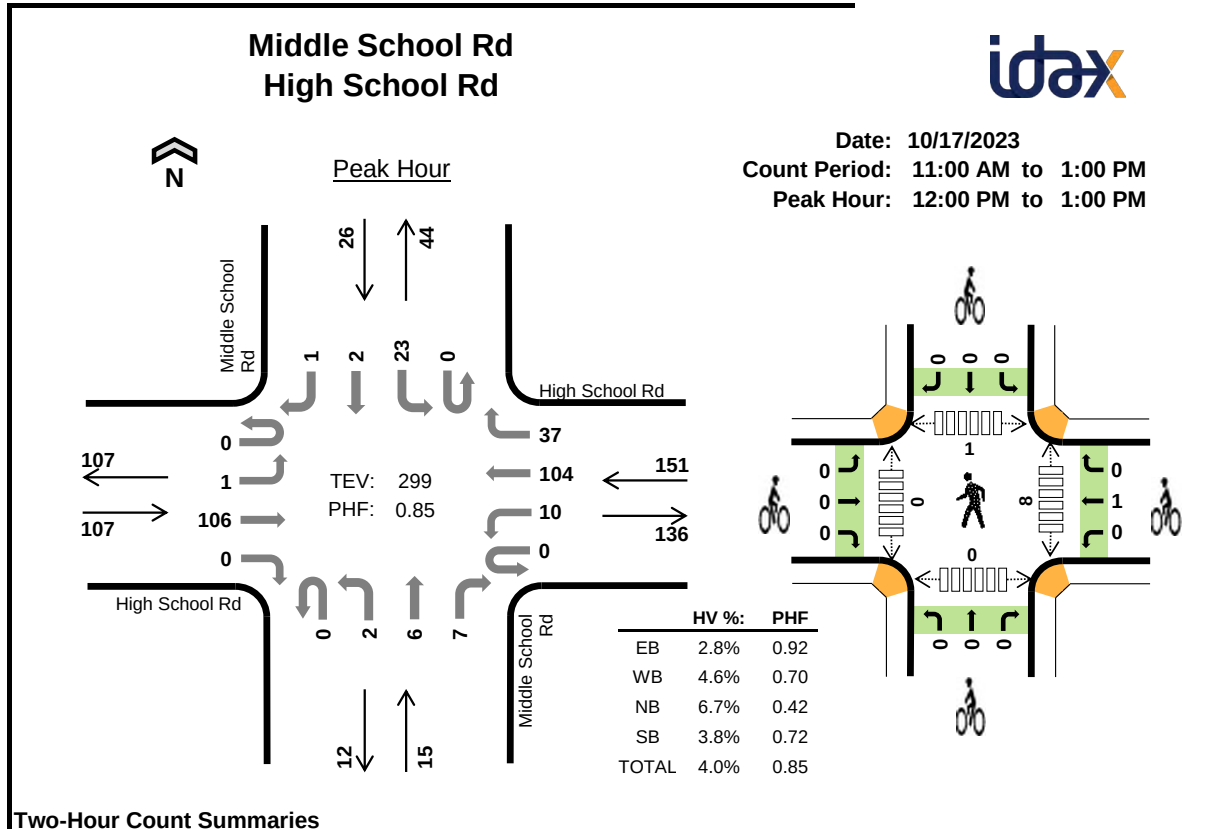
Three-Hour Count Summaries - Heavy Vehicles

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
7:15 AM	0	0	0	0	1	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
7:45 AM	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	1
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	1	0	0	0	0	0	0	0	1	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				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
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	1	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	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	1
Count Total	0	0	0	0	1	0	0	0	0	0	0	0	1	0
Peak Hour	0	0	0	0	1	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

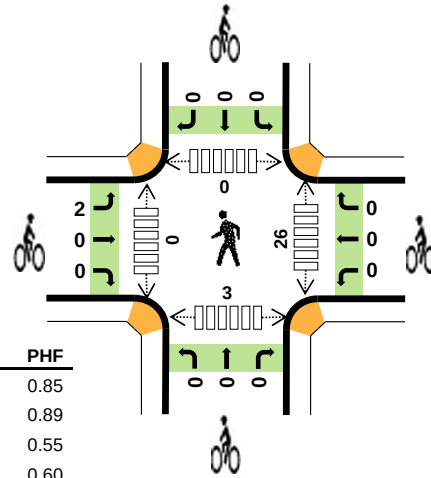
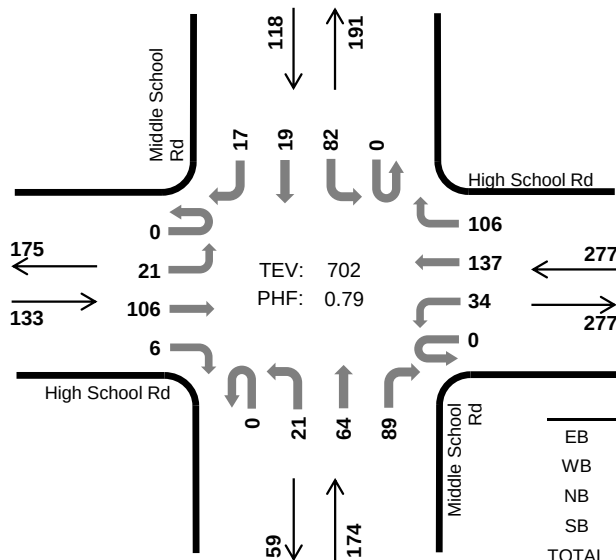


Peak Hour

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	0.8%	0.85
WB	5.8%	0.89
NB	0.6%	0.55
SB	14.4%	0.60
TOTAL	5.0%	0.79

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	0
2:15 PM		0	0	17	0	0	4	20	18	0	0	1	2	0	10	1	0	73	0
2:30 PM		0	1	25	0	0	3	23	7	0	0	4	1	0	11	6	2	83	0
2:45 PM		0	2	29	0	0	5	20	12	0	0	4	7	0	44	1	9	133	359
3:00 PM		0	2	21	0	0	4	28	8	0	1	0	1	0	12	2	3	82	371
3:15 PM		0	2	26	0	0	14	35	21	0	0	1	5	0	7	1	1	113	411
3:30 PM		0	3	24	1	0	11	33	34	0	0	1	13	0	7	2	2	131	459
3:45 PM		0	9	27	3	0	12	35	26	0	5	19	24	0	32	13	4	209	535
4:00 PM		0	5	26	2	0	6	36	28	0	12	38	29	0	30	4	7	223	676
4:15 PM		0	4	29	0	0	5	33	18	0	4	6	23	0	13	0	4	139	702
4:30 PM		0	3	33	0	0	1	33	6	0	1	1	7	0	9	0	2	96	667
4:45 PM		0	1	30	2	0	0	41	18	0	2	1	1	0	14	0	1	111	569
5:00 PM		0	4	30	0	0	4	30	26	0	2	1	3	0	23	0	4	127	473
5:15 PM		0	3	29	0	0	1	31	25	0	0	1	2	0	28	1	3	124	458
5:30 PM		0	4	31	1	0	9	37	32	0	0	2	2	0	33	0	7	158	520
5:45 PM		0	5	28	1	0	10	39	17	0	0	0	5	0	21	2	6	134	543
Count Total		0	48	426	10	0	93	498	303	0	28	81	126	0	302	36	55	2,006	0
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: 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	1
2:15 PM	0	8	0	0	8	0	0	0	0	0	2	0	0	0	2
2:30 PM	0	1	0	2	3	0	0	0	0	0	13	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	2
3:15 PM	1	2	0	0	3	0	0	0	0	0	1	0	0	0	1
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
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
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	2	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	2
4:30 PM	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	2
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	2	0	0	0	0	0	2	2
Count Total	2	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	2	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Middle School Rd High School Rd

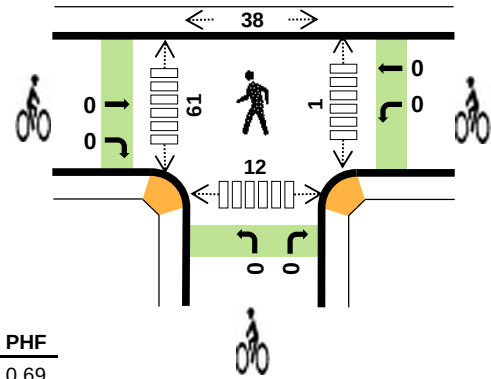
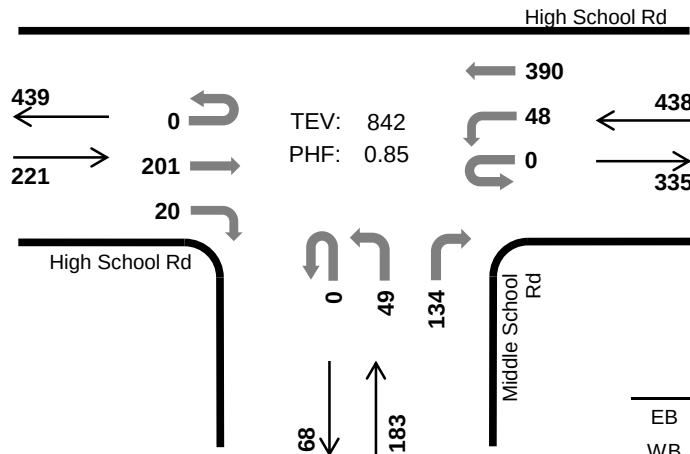


Peak Hour

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 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		
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	842	0
	HV	0	0	14	11	0	4	13	0	0	5	0	11	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	0	0	0
7:15 AM		0	3	0	0	3	0	0	0	0	0	0	0	0	0	1	0	1	1
7:30 AM		0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM		1	2	0	0	3	0	1	0	0	0	1	0	1	0	2	2	3	3
8:00 AM		6	4	0	0	10	0	0	0	0	0	0	0	1	5	4	2	12	12
8:15 AM		4	6	2	0	12	0	0	0	0	0	0	0	0	13	5	6	24	24
8:30 AM		10	6	6	0	22	0	0	0	0	0	0	0	0	13	10	4	27	27
8:45 AM		5	1	8	0	14	0	0	0	0	0	0	0	0	30	19	0	49	49
9:00 AM		3	2	0	0	5	0	0	0	0	0	0	0	1	8	2	0	11	11
9:15 AM		0	6	0	0	6	0	1	0	0	1	0	1	0	0	0	0	0	0
9:30 AM		0	3	0	0	3	0	0	0	0	0	0	0	0	2	3	0	5	5
9:45 AM		2	2	1	0	5	0	0	0	0	0	0	0	0	0	2	0	2	2
Count Total		31	39	18	0	88	0	2	0	0	2	2	72	46	14	134	14	134	134
Peak Hr		25	17	16	0	58	0	0	0	0	0	1	61	38	12	112	12	112	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

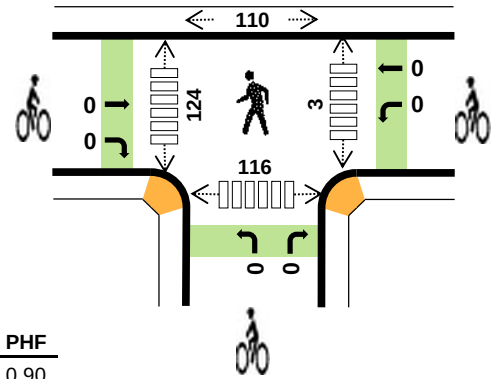
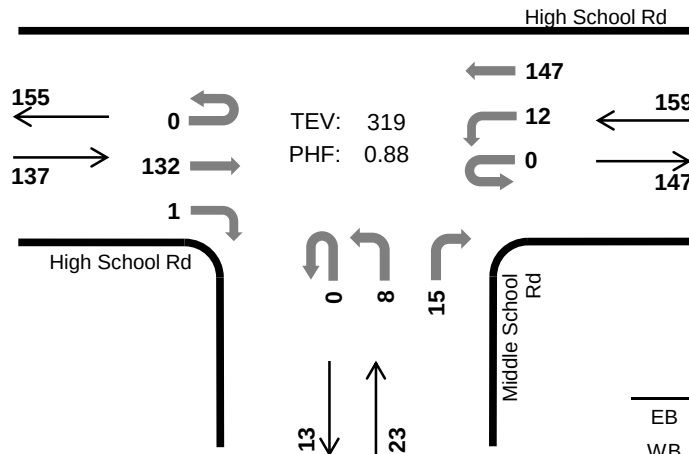


Peak Hour

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	15	0	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	0	3	0
11:15 AM	0	0	1	0	0	0	2	0	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	0	5	0
11:45 AM	0	0	3	0	0	0	1	0	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	0	3	15
12:15 PM	0	0	2	0	0	0	2	0	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	0	7	18
12:45 PM	0	0	1	0	0	0	2	0	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	0	32	0
Peak Hour	0	0	8	0	0	0	9	0	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

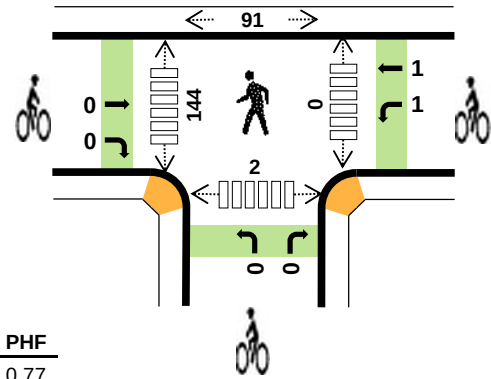
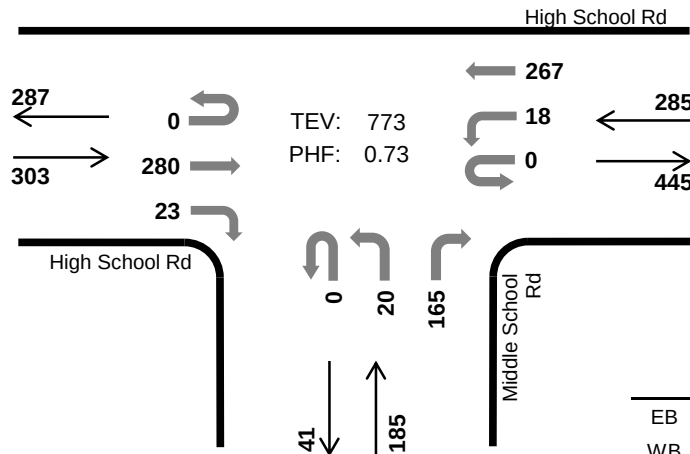


Peak Hour

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

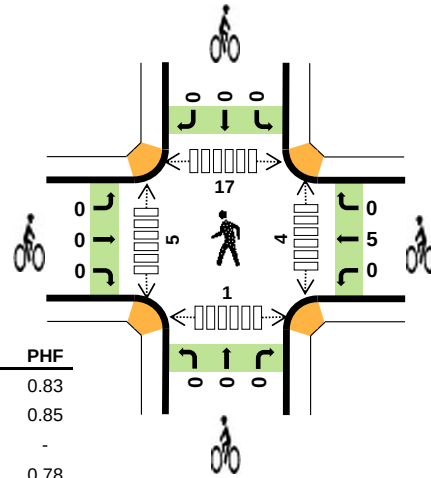
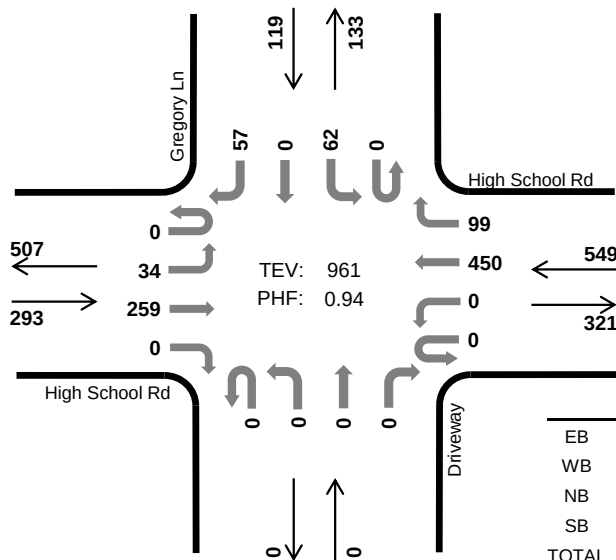


Peak Hour

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

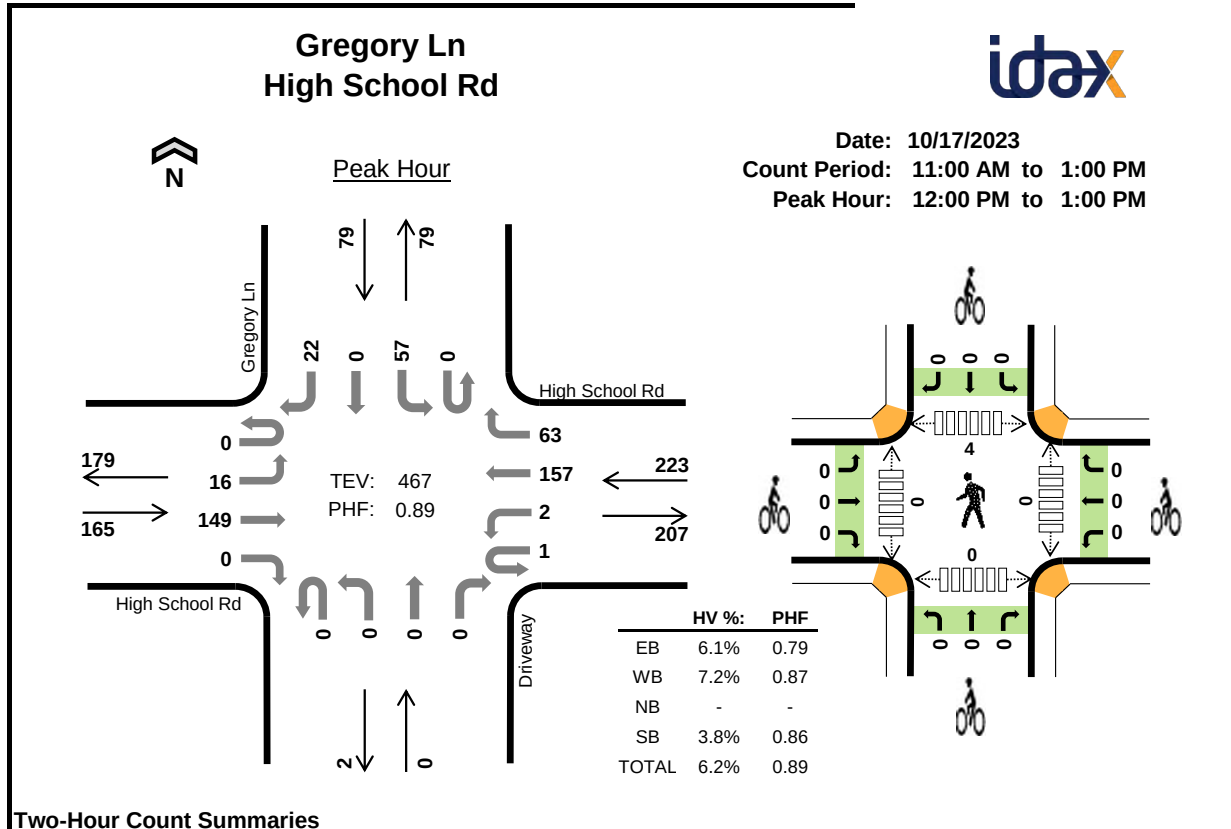
Three-Hour Count Summaries - Heavy Vehicles

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
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	4	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	4
8:15 AM	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	1	5
8:45 AM	0	0	0	0	2	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	3
9:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	4
9:30 AM	0	1	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	2
Count Total	0	1	0	0	8	0	0	0	0	0	0	0	9	0
Peak Hour	0	0	0	0	5	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
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 High School Rd

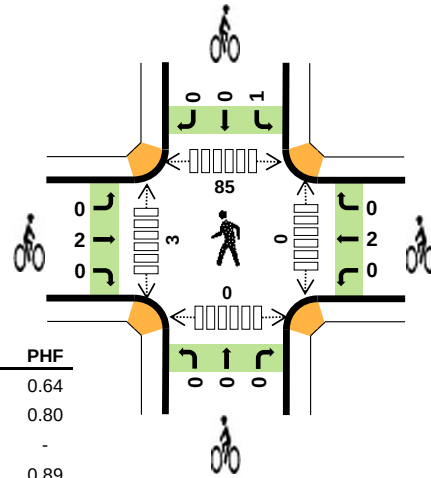
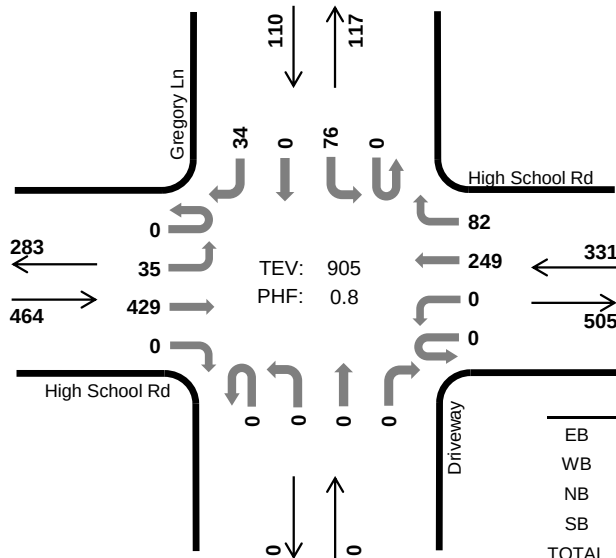


Peak Hour

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	5.2%	0.64
WB	4.8%	0.80
NB	-	-
SB	7.3%	0.89
TOTAL	5.3%	0.80

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		
3:30 PM		0	5	60	0	0	0	69	20	0	0	0	0	0	18	0	13	185	0
3:45 PM		0	7	104	0	0	0	78	26	0	0	0	0	0	23	0	7	245	0
4:00 PM		0	14	168	0	0	0	53	20	0	0	0	0	0	18	0	9	282	0
4:15 PM		0	9	97	0	0	0	49	16	0	0	0	0	0	17	0	5	193	905
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: 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

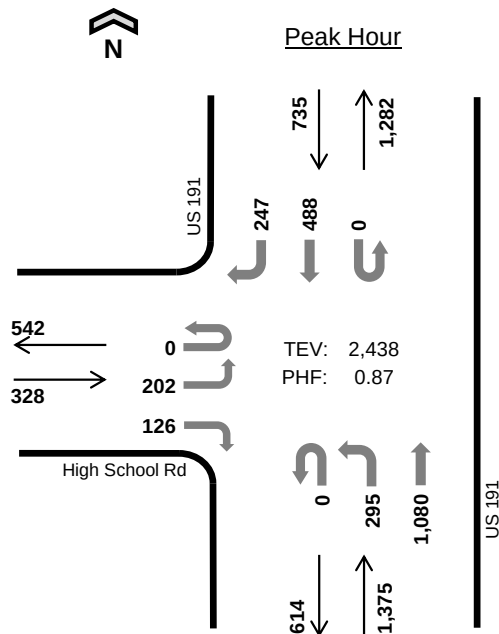
Interval Start	High School Rd				High School Rd				Driveway				Gregory Ln				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	3	2	0	0	0	1	0	0	0	0	0	0	2	0	0	8	0
2:15 PM	0	0	2	0	0	0	1	2	0	0	0	0	0	7	0	7	19	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

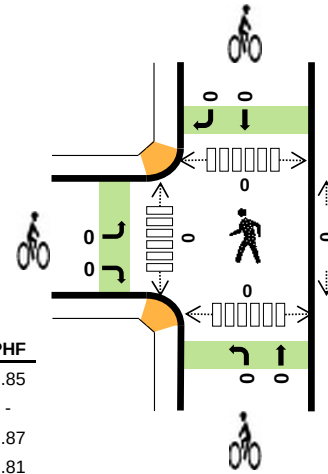
Interval Start	High School Rd			High School Rd			Driveway			Gregory Ln			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
2:00 PM	0	1	0	0	1	0	0	0	0	1	0	0	3	0
2:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
2:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	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	322	0
7:15 AM		0	26	0	18	0	0	0	0	0	31	233	0	0	0	66	10	384	0
7:30 AM		0	20	0	14	0	0	0	0	0	60	289	0	0	0	105	33	521	0
7:45 AM		0	52	0	28	0	0	0	0	0	78	317	0	0	0	152	74	701	1,928
8:00 AM		0	45	0	39	0	0	0	0	0	88	273	0	0	0	112	48	605	2,211
8:15 AM		0	34	0	33	0	0	0	0	0	62	255	0	0	0	140	69	593	2,420
8:30 AM		0	71	0	26	0	0	0	0	0	67	235	0	0	0	84	56	539	2,438
8:45 AM		0	72	0	32	0	0	0	0	0	44	253	0	0	0	125	59	585	2,322
9:00 AM		0	46	0	17	0	0	0	0	0	38	203	0	0	0	110	28	442	2,159
9:15 AM		0	35	0	25	0	0	0	0	0	16	160	0	0	0	97	24	357	1,923
9:30 AM		0	30	0	11	0	0	0	0	0	25	159	0	0	0	105	20	350	1,734
9:45 AM		0	37	0	20	0	0	0	0	0	17	165	0	0	0	98	13	350	1,499
Count Total		0	491	0	268	0	0	0	0	0	553	2,714	0	0	0	1,277	446	5,749	0
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: 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
7:15 AM	2	0	16	4	22	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
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
8:45 AM	1	0	22	10	33	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
9:15 AM	1	0	24	17	42	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
9:45 AM	4	0	6	14	24	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
Peak Hr	21	0	89	51	161	0	0	0	0	0	0	0	0	0	0

Three-Hour Count Summaries - Heavy Vehicles

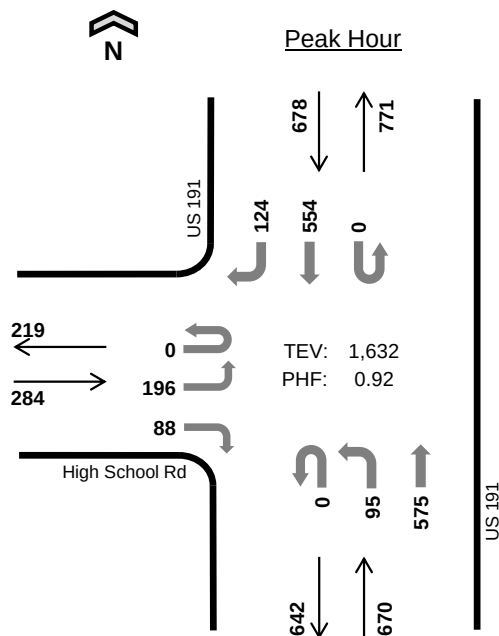
Interval Start	High School Rd				n/a				US 191				US 191				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	5	0	1	0	0	0	0	0	1	6	0	0	0	3	0	16	0
7:15 AM	0	2	0	0	0	0	0	0	0	0	16	0	0	0	2	2	22	0
7:30 AM	0	2	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

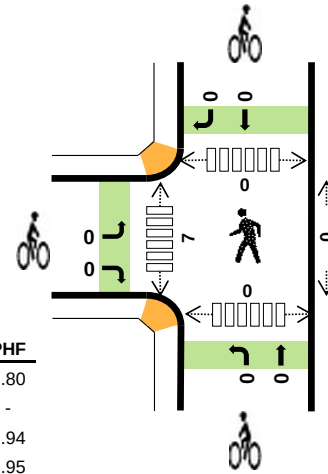
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

US 191 High School Rd



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	3.2%	0.80
WB	-	-
NB	10.1%	0.94
SB	10.8%	0.95
TOTAL	9.2%	0.92



Two-Hour Count Summaries

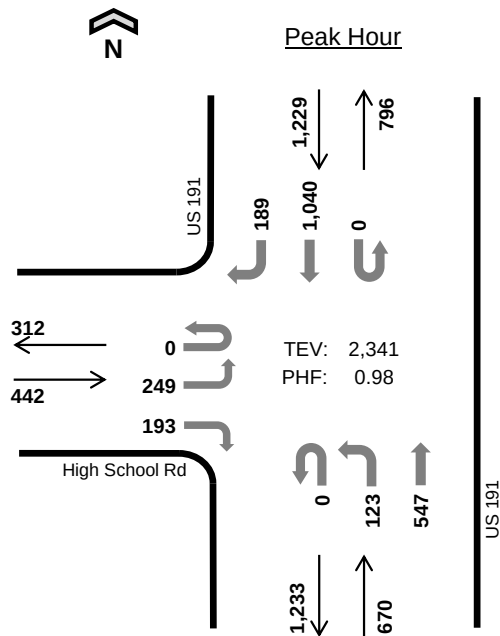
Interval Start		High School Rd				n/a				US 191				US 191				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM		0	28	0	20	0	0	0	0	0	22	143	0	0	0	115	23	351	0
11:15 AM		0	37	0	25	0	0	0	0	0	22	151	0	0	0	147	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

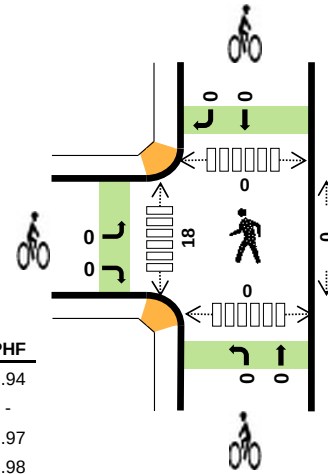
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	High School Rd				n/a				US 191				US 191				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	2	0	1	0	0	0	0	0	2	21	0	0	0	12	1	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	0
2:15 PM		0	59	0	25	0	0	0	0	0	15	134	0	0	0	162	30	425	0
2:30 PM		0	52	0	36	0	0	0	0	0	21	140	0	0	0	130	42	421	0
2:45 PM		0	55	0	39	0	0	0	0	0	22	125	0	0	0	121	42	404	1,620
3:00 PM		0	49	0	35	0	0	0	0	0	18	117	0	0	0	164	38	421	1,671
3:15 PM		0	51	0	33	0	0	0	0	0	26	122	0	0	0	169	32	433	1,679
3:30 PM		0	71	0	37	0	0	0	0	0	21	129	0	0	0	155	52	465	1,723
3:45 PM		0	91	0	45	0	0	0	0	0	40	135	0	0	0	189	47	547	1,866
4:00 PM		0	129	0	54	0	0	0	0	0	14	142	0	0	0	216	29	584	2,029
4:15 PM		0	87	0	45	0	0	0	0	0	26	140	0	0	0	240	34	572	2,168
4:30 PM		0	57	0	55	0	0	0	0	0	25	145	0	0	0	262	50	594	2,297
4:45 PM		0	67	0	35	0	0	0	0	0	24	143	0	0	0	264	38	571	2,321
5:00 PM		0	62	0	55	0	0	0	0	0	30	142	0	0	0	251	56	596	2,333
5:15 PM		0	63	0	48	0	0	0	0	0	44	117	0	0	0	263	45	580	2,341
5:30 PM		0	52	0	47	0	0	0	0	0	25	119	0	0	0	269	42	554	2,301
5:45 PM		0	62	0	59	0	0	0	0	0	27	105	0	0	0	214	30	497	2,227
Count Total		0	1,051	0	669	0	0	0	0	0	385	2,093	0	0	0	3,203	633	8,034	0
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: 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	1
2:15 PM	7	0	15	12	34	0	0	0	0	0	0	2	0	0	2
2:30 PM	10	0	15	10	35	0	0	0	0	0	0	1	0	0	1
2:45 PM	4	0	14	21	39	0	0	0	0	0	0	4	0	0	4
3:00 PM	2	0	12	20	34	0	0	0	0	0	0	2	0	0	2
3:15 PM	4	0	16	13	33	0	0	0	0	0	0	4	0	0	4
3:30 PM	4	0	14	20	38	0	0	0	0	0	0	1	0	0	1
3:45 PM	1	0	16	16	33	0	0	0	0	0	0	4	0	0	4
4:00 PM	18	0	15	14	47	0	0	0	0	0	0	2	0	0	2
4:15 PM	2	0	8	20	30	0	0	0	0	0	0	3	0	0	3
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
5:30 PM	0	0	2	12	14	0	0	0	0	0	0	4	0	0	4
5:45 PM	1	0	3	8	12	0	0	0	0	0	0	2	0	0	2
Count Total	65	0	162	251	478	0	0	0	0	0	0	48	0	0	48
Peak Hr	8	0	22	69	99	0	0	0	0	0	0	18	0	0	18

Four-Hour Count Summaries - Heavy Vehicles

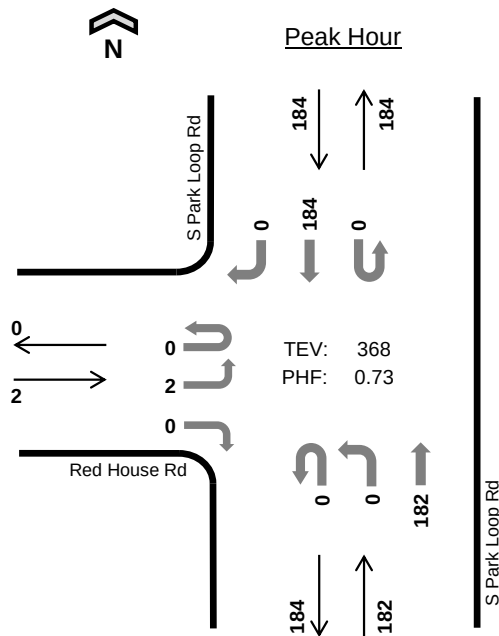
Interval Start	High School Rd				n/a				US 191				US 191				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	4	0	0	0	0	0	0	0	1	9	0	0	0	15	1	30	0
2:15 PM	0	5	0	2	0	0	0	0	0	0	15	0	0	0	11	1	34	0
2:30 PM	0	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

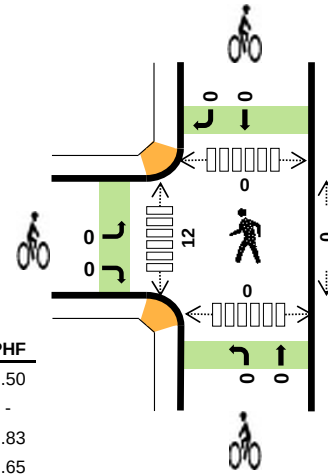
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

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	40	0
7:15 AM		0	0	0	0	0	0	0	0	0	0	14	0	0	0	33	0	47	0
7:30 AM		0	0	0	0	0	0	0	0	0	0	16	0	0	0	25	1	42	0
7:45 AM		0	1	0	0	0	0	0	0	0	0	38	0	0	0	54	0	93	222
8:00 AM		0	0	0	0	0	0	0	0	0	0	55	0	0	0	71	0	126	308
8:15 AM		0	1	0	0	0	0	0	0	0	0	41	0	0	0	35	0	77	338
8:30 AM		0	0	0	0	0	0	0	0	0	0	48	0	0	0	24	0	72	368
8:45 AM		0	0	0	0	0	0	0	0	0	0	51	0	0	0	30	2	83	358
9:00 AM		0	0	0	0	0	0	0	0	0	0	12	0	0	0	31	1	44	276
9:15 AM		0	0	0	0	0	0	0	0	0	1	26	0	0	0	18	1	46	245
9:30 AM		0	0	0	0	0	0	0	0	0	0	23	0	0	0	21	1	45	218
9:45 AM		0	2	0	0	0	0	0	0	0	1	26	0	0	0	21	0	50	185
Count Total		0	4	0	0	0	0	0	0	0	2	356	0	0	0	397	6	765	0
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: 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
7:15 AM	0	0	1	1	2	0	0	0	0	0	0	1	0	0	1
7:30 AM	0	0	0	2	2	0	0	0	0	0	0	3	0	0	3
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
8:45 AM	0	0	2	2	4	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
9:15 AM	0	0	3	1	4	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	1
9:45 AM	0	0	2	3	5	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	17
Peak Hr	0	0	3	5	8	0	0	0	0	0	0	12	0	0	12

Three-Hour Count Summaries - Heavy Vehicles

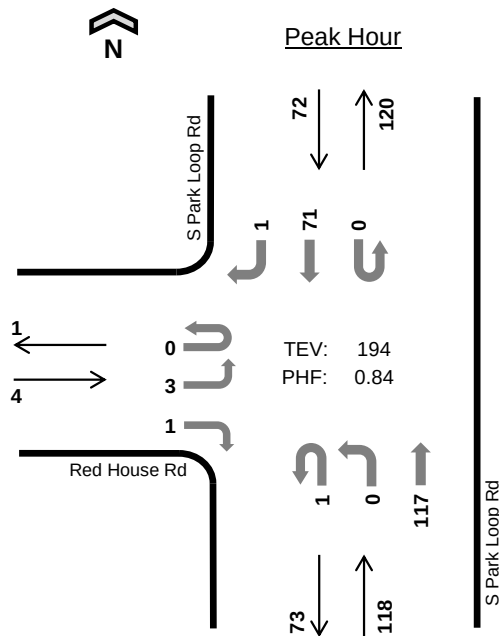
Interval Start	Red House Rd				n/a				S Park Loop Rd				S Park Loop Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	8	
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	8	
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	8	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	8	
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4	9	
9:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3	11	
9:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	4	13	
9:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4	15	
9:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	5	16	
Count Total	0	0	0	0	0	0	0	0	0	0	14	0	0	0	19	33	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5	8	0	

Three-Hour Count Summaries - Bikes

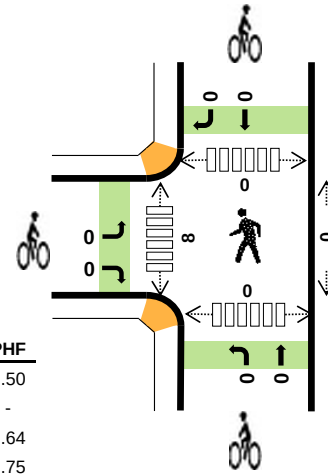
Interval Start	Red House Rd			n/a			S Park Loop Rd			S Park Loop Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 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.

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

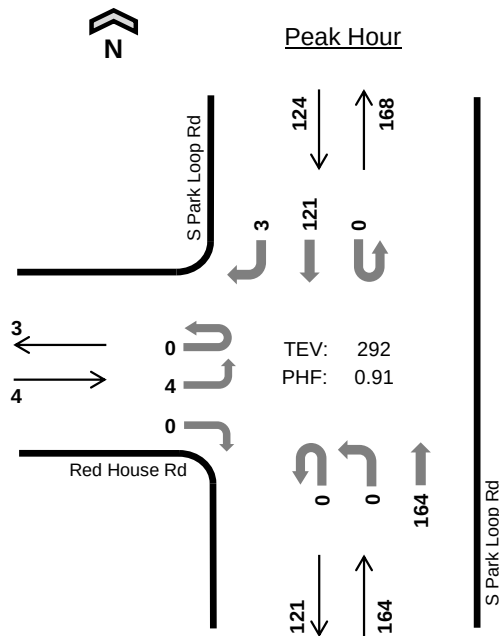
Interval Start		Red House Rd				n/a				S Park Loop Rd				S Park Loop Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM		0	0	0	0	0	0	0	0	0	0	23	0	0	0	17	0	40	0
11:15 AM		0	0	0	0	0	0	0	0	0	0	21	0	0	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

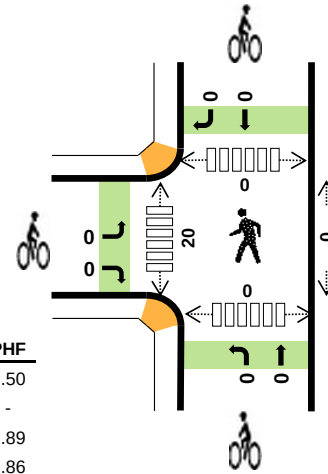
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Red House Rd				n/a				S Park Loop Rd				S Park Loop Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	13
12:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	15
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	11
12:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	10
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	8
Count Total	0	0	0	0	0	0	0	0	0	0	13	0	0	0	8	0	21	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	7	0	0	0	3	0	10	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
11:15 AM	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
11:45 AM	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
12:15 PM	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
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	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: 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	5
2:15 PM	0	0	1	2	3	0	0	0	0	0	0	2	0	0	2
2:30 PM	0	0	1	1	2	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	3
3:00 PM	0	0	3	0	3	0	0	0	0	0	0	4	0	0	4
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
4:15 PM	0	0	2	0	2	0	0	0	0	0	0	7	0	0	7
4:30 PM	0	0	1	1	2	0	0	0	0	0	0	5	0	0	5
4:45 PM	0	0	2	0	2	0	0	0	0	0	0	41	0	0	41
5:00 PM	0	0	1	1	2	0	0	0	0	0	0	23	0	0	23
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
5:30 PM	0	0	2	1	3	0	0	0	0	0	0	4	0	0	4
5:45 PM	0	0	1	0	1	0	0	0	0	0	0	6	0	0	6
Count Total	0	0	23	10	33	0	0	0	0	0	0	123	0	0	123
Peak Hr	0	0	7	2	9	0	0	0	0	0	0	20	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

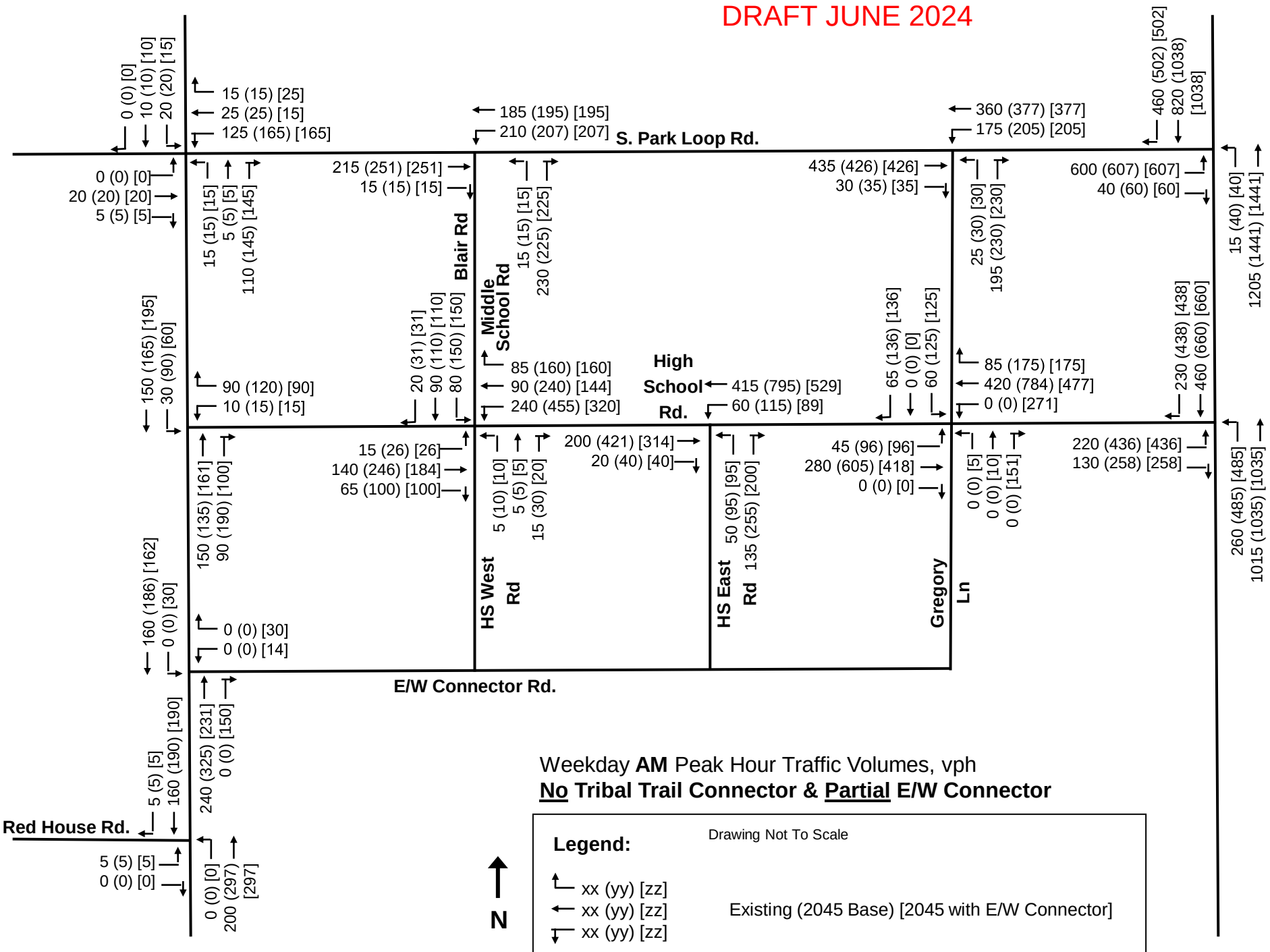
Four-Hour Count Summaries - Bikes

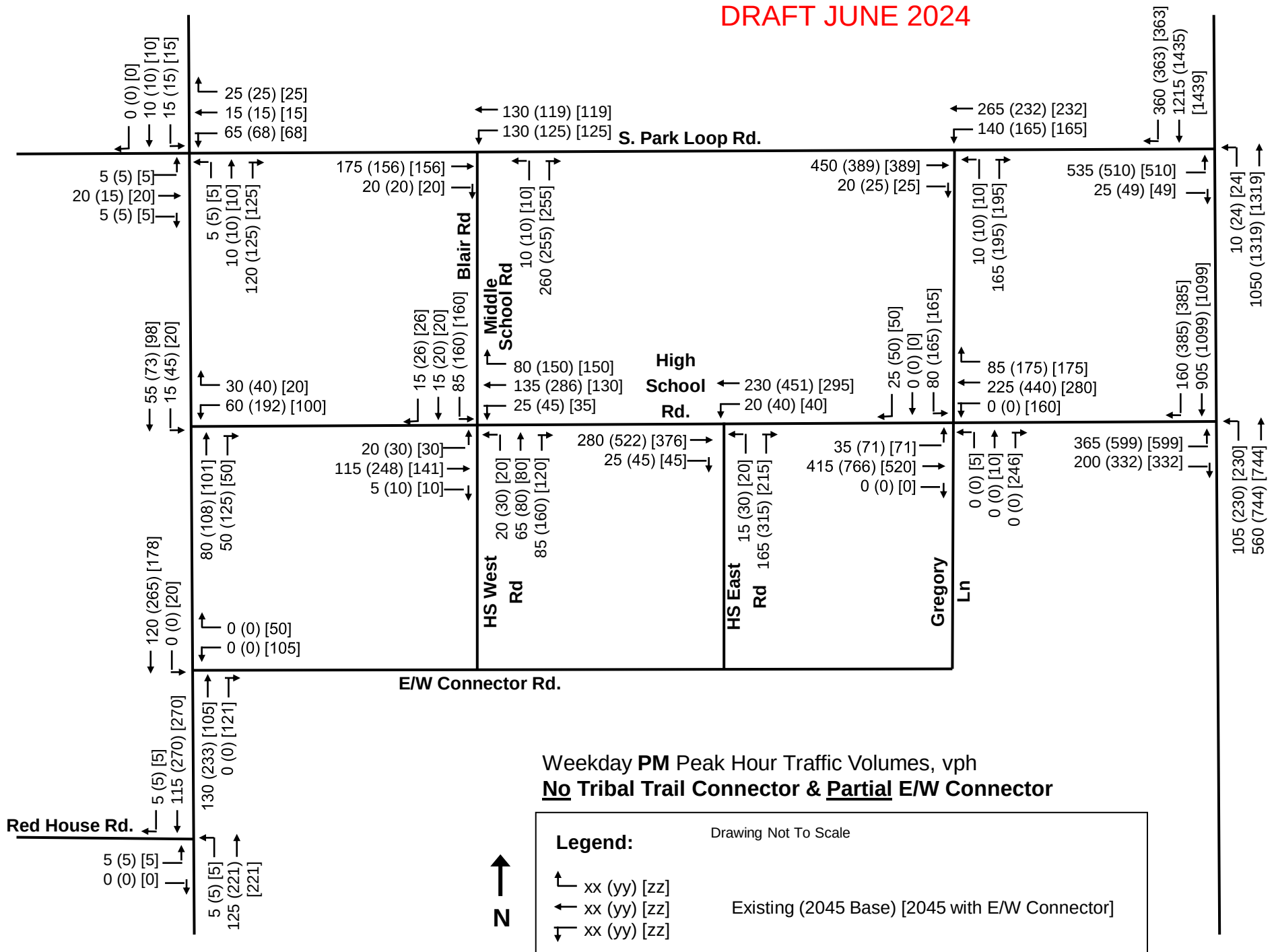
Interval Start	Red House Rd			n/a			S Park Loop Rd			S Park Loop Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 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

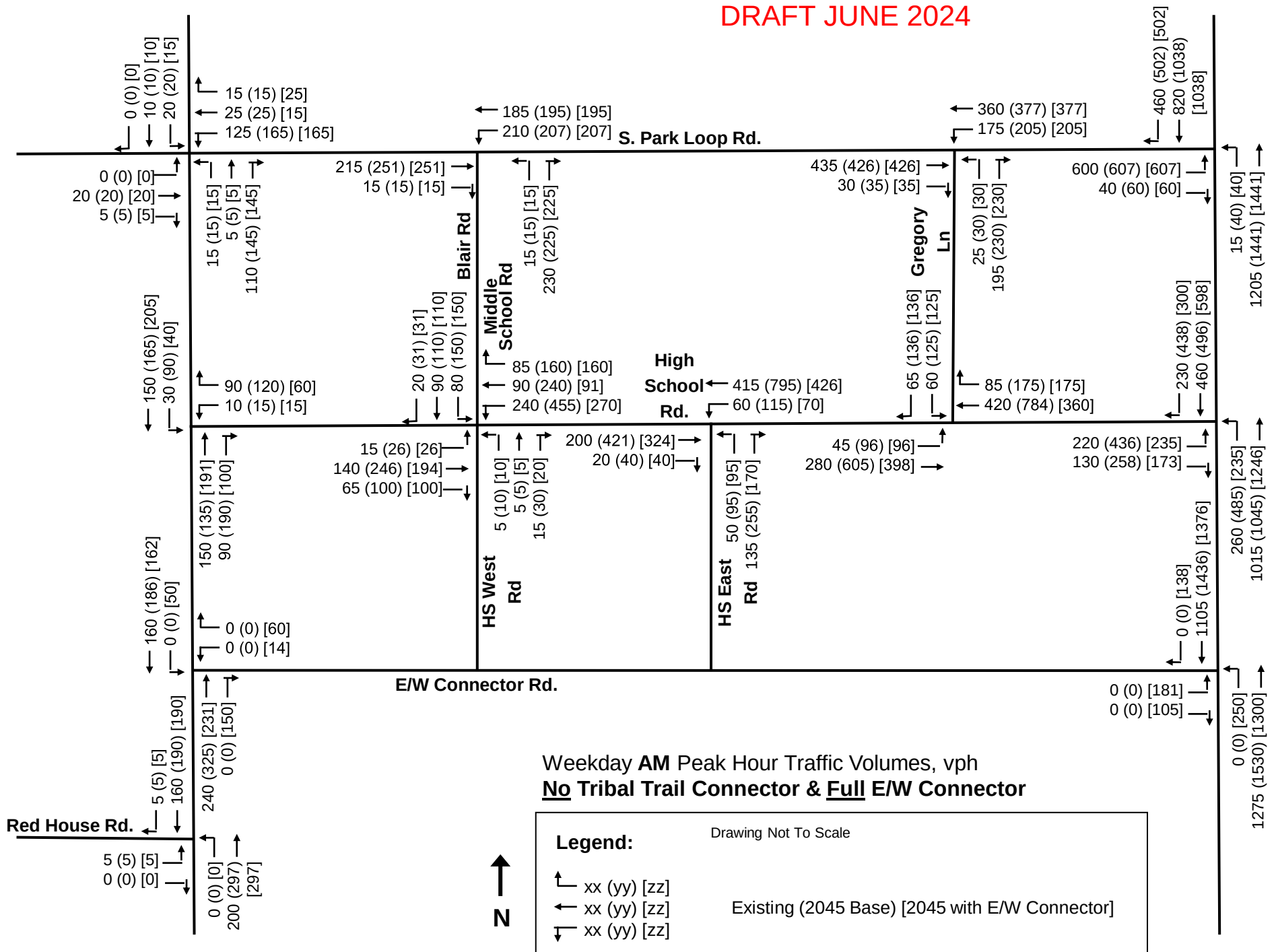
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

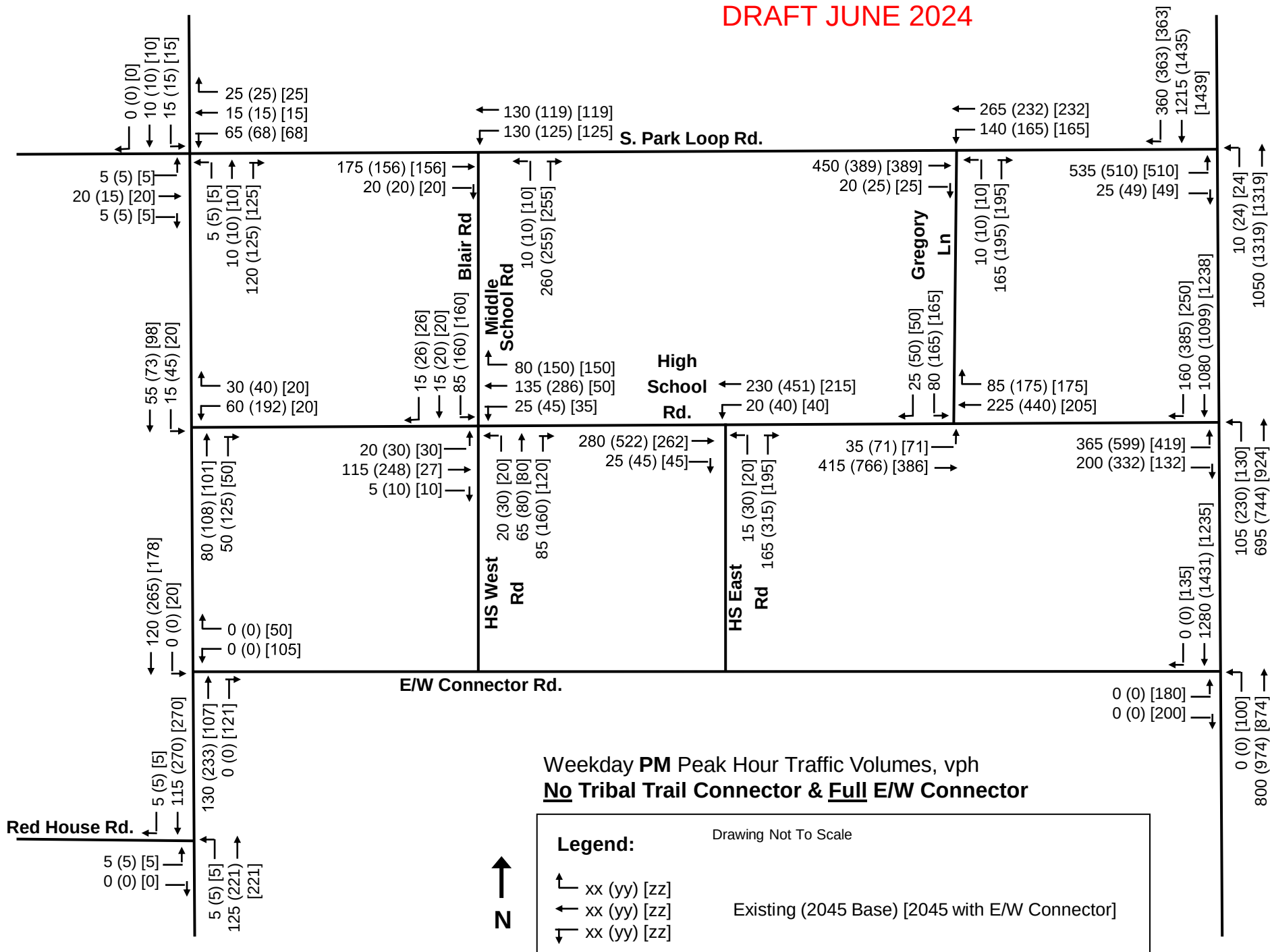
Appendix C

Traffic Projections Without Tribal Trail Connector









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													

	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 Entrance	East		Following too Close	Driver	No Apparent Injury	Daylight	Clear	Dry	N	N
241													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								
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 Costruction 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.

STAFF REPORT



Meeting Date:	August 19, 2024	Meeting Title:	Regular Town Council Meeting
Submitting Department:	Administration	Presenter:	Lea Colasuonno
Agenda Item:	Public Hearing – Fee Schedule	Public Comment:	Yes

Purpose & Policy Considerations.

The Town Council sets fees for the organization through ordinances and the fee schedule resolution. The Council must conduct a public hearing at a separate meeting prior to adopting a fee schedule.

Requested Action.

Staff request the Council conduct a public hearing on the proposed annual fee schedule and direct staff to amend the schedule, with final presentation on September 9, 2024.

Recommendations.

Staff recommend the Town Council consider and approve the proposed changes to the fee schedule.

Background.

Pursuant to Municipal Code 1.01.120, fee schedules are changed by resolution, subject to a public hearing as follows:

Wherever in this Code it is provided that fees, rates or charges are in the amount established by resolution or are as established by resolution, such resolution shall be subject to a public hearing at a regular or special meeting of the Town Council prior to the date at which the resolution is considered for passage by the Town Council.

The Town Council last approved the fee schedule with Resolution 24-13 on June 17, 2024.

Analysis & Key Questions.

This fee schedule update is taking place for three reasons.

First, it is to correct two fees on the current adopted fee schedule. The corrections are:

- A. Under *Miscellaneous*, a Police Report Fee has been included on all fee schedules since they were incorporated into Municipal Code. This fee was inadvertently left off the printed fee schedule in the most recent resolution. The fee is \$16, which includes the 3.48% increase per the 12-month Consumer Price Index (CPI) that Council previously approved. Staff recommends adding this fee back into the fee schedule, consistent with all prior fee schedules.
- B. Under *Building Permit*, the fee for *New Buildings and Additions* is missing the CPI increase that Council previously approved. Staff recommends updating these fees to include the CPI and keep consistent with other fees. Changes:
 - i. Single Family Residence – increases from \$1.60 square foot to \$1.66 per square foot
 - ii. Commercial, Office, Multi-family and similar - increases from \$1.06 square foot to \$1.10 per square foot.
 - iii. Warehouse, storage and similar - increases from \$1.06 square foot to \$1.10 per square foot.

Second, this update incorporates the Contractor Licensing fees per Title 15 code changes. Council directed staff to amend Municipal Code 15.36 Contractor Licensing with Ordinance C (first reading was August 5, 2024). Included in that ordinance are updates to licensing and renewal fees. The fee schedule needs to incorporate these edits. A summary of impacted licensing fees follows.

- Added to the fee schedule:

- Contractor Licenses. *These are new licenses and thus the standard one-time license fee applies.*
 - Proprietary Homeowner Contractor 441.00
 - Specialty Solar Panel Installer 441.00
 - Specialty Licenses 441.00
- Renewal Late Fee. *This is the same fee that has been charged for years, but it was not in Title 15 (it was in Title 5).*
 - General Contractor (Class A) 33.00
 - Building Contractor (Class B) 33.00
 - Building Contractor Restricted (Class Br) 33.00
 - Residential Contractor (Class C) 33.00
 - Plumbing Contractor 33.00
 - HVAC Contractor 33.00
 - Gas Service Contractor 33.00
 - Proprietary Homeowner Contractor 33.00
 - Specialty Solar Panel Installer 33.00
 - Specialty Licenses 33.00
 - Certificates of Qualification 33.00
- Removed from the Fee schedule. *These licenses no longer exist.*
 - Contractor Licenses
 - Lawn Sprinkler Installer 441.00
 - Water Conditioning Installer 441.00
 - Refrigerator Contractor 441.00
 - Fire Sprinkler Contractor 441.00

Third, this update also adds the Jackson Hole Fire/EMS fees to the Schedule. The Fire/EMS Department has the responsibility of enforcing the International Fire Code for construction and prevention work that necessitates a fire permit. However, the Department lacks a fee schedule for permits, plan review, and inspection work related to this area. Therefore, the Department seeks to implement a fee schedule, thus ensuring consistency with the other Town and County departments responsible for issuing permits and carrying out inspections.

All construction plan reviews	150/hr Min. 2 hr. charge
All construction plan resubmittal reviews	\$100 per hour, min. ½-hour charge
Initial existing building inspection	100.00
Use of outside consultants	Actual Costs
Re-inspection of new construction	100/hr
New business registration for existing buildings	100.00
Re-inspection after more than 2 failed inspections of existing buildings	250.00
Operational permits	100.00
Fire Protection Construction Permit Valuation \$1.00 - \$500	40.00
Fire Protection Construction Permit Valuation \$501 - \$2000	\$40.00 for the first \$500.00 plus \$2.25 for each additional \$100.00 or fraction thereof, to and including \$2,000.00
Fire Protection Construction Permit Valuation \$2,001 to \$25,000	\$73.75 for the first \$2,000.00 plus \$14.75 each additional \$1,000.00 or

	fraction thereof, to and including \$25,000.00
Fire Protection Construction Permit Valuation \$25,001 to \$50,000	\$413.00 for the first \$25,000.00 plus \$10.75 for each additional \$1,000.00 or fraction thereof, to and including \$50,000
Fire Protection Construction Permit Valuation \$50,001 to \$100,000	\$681.75 for the first \$50,000.00 plus \$7.50 for each additional \$1,000.00 or fraction thereof, to and including \$100,000
Fire Protection Construction Permit Valuation \$100,001 to \$500,000	\$1056.75 for the first \$100,000.00 plus \$6.00 for each additional \$1,000.00 or fraction thereof, to and including \$500,000
Fire Protection Construction Permit Valuation \$500,001 to \$1,000,000	\$3456.75 for the first \$500,000.00 plus \$5.00 for each additional \$1,000.00 or fraction thereof, to and including \$1,000,000
Fire Protection Construction Permit Valuation \$1,000,001 and up	\$5956.75 for the first \$1,000,000.00 plus \$4.00 for each additional \$1,000.00 or fraction thereof

Alternatives.

- Council could defer the effective date beyond September 10, 2024.
- Direct staff to add additional new fees or amend the proposed annual schedule resolution for consideration at the September 9, 2024 Town Council meeting.
- Other

Comprehensive Plan & Priority Alignment.

Section 8. Quality Community Service Provision: Timely, efficiently and safely deliver quality services and facilities in a fiscally responsible and coordinated manner. In order to continue to provide and maintain quality community services, fee schedules need attention on an annual basis in order to offset the cost of providing some of those services.

Fiscal Impact.

There are no fiscal impacts associated with the first two updates to the fee schedule.

However, the adoption of Fire/EMS fees will generate revenue that is expected and crafted to specifically cover expenses associated with plan review and inspection work. The fees collected are remitted to the County because Fire/EMS is a County Department.

Staff Impact.

The staff impact of updated fees is approximately 1 hour to update all related applications, documents, websites, etc. that are tied to the fee schedule. It also includes the time necessary to print, obtain signatures, post online, and record the resolution in the permanent record books for the Town of Jackson.

This item also required, approximately, 5 hours of time from the Town Attorney and Town Manager to coordinate and collaborate with the Fire/EMS Department regarding their fee requests.

Attachments or Links.

Proposed Fee Schedule Resolution 24-##
Appendix A: Fee Schedule

Suggested Motion.

No motion is required at this time, only the completion of a public hearing on the proposed changes. Formal consideration of the annual fee resolution will occur on September 9, 2024.

RESOLUTION 24-##

A RESOLUTION SETTING FEES, COSTS, AND CHARGES (A FEE SCHEDULE)

EFFECTIVE SEPTEMBER 10, 2024

WHEREAS, the Town Council acknowledges there are fees and costs identified in the Town of Jackson Municipal Code; and

WHEREAS, the Town Council acknowledges that in order to continue to maintain quality community services, fee amounts need to be reviewed on an ongoing basis and adjusted from time to time to offset the cost of providing those services; and

WHEREAS, the Town Council plans to expand community engagement during the annual budget process to include fee updates; and

WHEREAS, on March 15, 2021, the Town Council approved Ordinance 1280 which amended and reenacted sections of the Jackson Municipal Code allowing fees that may be set by resolution, to be set by resolution, and removes those fees from the Jackson Municipal Code; and

WHEREAS, The Town Council, by adoption of this resolution adopts the Town of Jackson Fee Schedule, attached hereto as Appendix A, and rescinds all previous fee schedules; and

WHEREAS, this Fee Schedule is not applicable to governmental entities doing business with the Town of Jackson, nor is it applicable for interdepartmental transactions; and

NOW THEREFORE BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF JACKSON, WYOMING, having duly met on August 19, 2024, at a Regular Town Council Meeting and conducted a public hearing on the proposed fee schedule and having duly met on September 9, 2024, at a Regular Town Council Meeting, which was properly noticed and open to the public, and having fully considered the matter at hand, that the fee schedule is hereby amended as follows:

The Jackson Town Council adopts this Resolution 24-##, replacing the previous Town of Jackson Fee Schedule, with the updated Fee Schedule attached hereto as Appendix A.

PASSED, APPROVED, AND ADOPTED this 9th day of September 2024.

TOWN OF JACKSON

Hailey Morton Levinson, Mayor

ATTEST: _____

Riley Taylor, Town Clerk

**RESOLUTION 24-##, APPENDIX A
FEE SCHEDULE, EFFECTIVE SEPTEMBER 10, 2024**

This Schedule excludes Water, Sewer, and Capacity Fees found in Title 13

Business License		\$ Current Fee
5.16.010	Sales Tax Collecting	
	less than 10 employees	130.00
	11-49 employees	261.00
	50-99 employees	391.00
	100 employees, or more	652.00
5.16.020	Non-Sales Tax Collecting	
	less than 10 employees	170.00
	11-49 employees	378.00
	50-99 employees	509.00
	100 employees, or more	848.00
5.16.025	Independent Contractors and Agents	130.00
5.16.027	Commercial Rentals	132.00
5.16.027	Residential Rentals	132.00
5.06.130	Solicitation - Commercial	132.00
5.06.150	Solicitation - Highway or Street	132.00
5.20.010	Installation Permit	33.00
5.32.040	Pawnbroker	34.00
5.20.020	Exposition Licenses	
	5 or fewer vendors; for-profit expositions	136.00
	more than 5 vendors; for-profit expositions	272.00
	5 or fewer vendors; non-profit expositions	68.00
	more than 5 vendors; non-profit expositions	136.00
5.12.080 A	Application Fee, Non-Refundable Portion	
	processing fee for denied license	49.00
5.04.026 B	Renewal Late Fee	
	\$33 per month on January 31st	33.00
5.12.130	Change of Location Fee	
	notice given on new application	49.00
Ground Transportation		\$ Current Fee
5.50.040 B	Transportation License	
	< 10 employees	130.00
	> 10 employee	261.00
5.50.050 B	Vehicle License Permit	
	>30 mpg	50.00
	< 30 mpg	75.00
5.50.060 B	Operator License Permit	
	new	124.00
	renewal	63.00
5.50.085	Taxi Fares	
	see Resolution #21-10 "A RESOLUTION ESTABLISHING A GROUND TRANSPORTATION FARE MAP"	
	https://www.jacksonwy.gov/575/Taxi-Fee-Information	
Miscellaneous		\$ Current Fee
Public Records		
	Copy	
	electronic document, <i>per document</i>	12.00
	black and white paper	0.28/page
	color paper	0.55/page
	Plotted Map	
	size 11x17, each	16.00
	size 24x36, each	39.00
	size 36x54, each	55.00
	Photograph	16.00
	Police Report	16.00

	LDRs and Comprehensive Plan	64.00
	Research / Compilation Services	17.00
	External electronic media (disk, usb drive, etc.)	16.00
	Postage / shipping	actual cost
	Other special circumstances	actual cost
	Vehicle Inspection	10.00
	Application Submittal Fee	\$5/application
	Credit Card Transaction Fee	2.55%/transaction
	Public Intoxication Administrative Fee (Set by Ordinance)	25.00
	DUI Administrative Fee (Set by Ordinance)	
	Convicted	800.00
	Deferred	750.00
	Boot list Administrative Fee (Set by Ordinance)	50.00
	Municipal Court Record Search	10.00
Jackson Hole Airport		\$ Current Fee
2.36.120	Passenger Boarding Fee	
	Per passenger enplaning commercial aircraft, not to exceed	6.00
Liquor License		\$ Current Fee
6.20.006 C	Annual Liquor License	
	Bar and Grill: renewal	3,105.00
	Bar and Grill: new application	10,500.00
	Limited Retail (Club)	517.00
	Microbrewery	500.00
	Resort	3,000.00
	Restaurant	3,000.00
	Retail	1,500.00
	Satellite Manufacturer	100.00
	Satellite Winery	100.00
	Winery	500.00
6.20.006 D	Temporary, 24-Hour Permits	
	Catering	50.00
	Malt Beverage	50.00
	Manufacturer's Off-Premises	50.00
Animal Shelter Impounding, Board, Adoption		\$ Proposed Fee
7.02.040 B	Capture of Animals, Impoundment	
	First	34.00
	Same animal, second within one year	48.00
	Same animal, third within one year	67.00
	Same animal fourth and more within one year	135.00
	Impoundment, Boarding	
	First 24-hours included in impoundment fee	-
	per animal for each 24-hours	20.00
7.02.050	Adoption	
Res 09-04	Dog, impounded for 7+ days	121.00
Res 09-04	Cat, impounded for 7+ days	105.00
Animal Control, Dog and Cat License		\$ Current Fee
7.12.020	Dog, annual fee	66.00
	Cat, annual fee	66.00
	Owner Surrender	38.00
	Rabies voucher	28.00
	Teton County License	28.00
	Altered	11.00
	Unaltered	28.00
Health and Safety, Alarms		\$ Current Fee
8.32.090	Police response to a false alarm	214.00

Waste Reduction Fee (Plastic Bag)		\$ Current Fee
8.36.020 J	Consumer Waste Reduction Fee, paper or plastic bag	0.20
8.36.050 A	Store retains	0.10
8.36.050 B	Remit to Town of Jackson	0.10
8.36.070 D	Late remittance to Town of Jackson	10.00
8.36.070	Audit and Violations	
8.36.070 C	First conviction	57.00
8.36.070 C	Second conviction	114.00
8.36.070 C	Third Conviction goes to Municipal Court	-
Engineering Fees		\$ Current Fee
	Sewer and Water County Connection Request (Application) Fee	
	Single Lot	100.00
	Central System	1,000.00
	Staff Review	\$131/hour
	Fees are for each utility connected	
	Sewer and Water Connection and Use Agreement Fee	
	Single Lot	100.00
	Central System	1,000.00
	Staff Review	\$131/hour
	Fees are for each utility connected	
	Inspections	\$80/hour
Encroachment Permit		\$ Current Fee
12.08.030	Encroachment Agreements	
	Deposit on Application: Non-Refundable, applied to final request	52.00
	Request for Encroachment	622.00
	Encroachment Agreement	622.00
	Crane in PROW (set in crane agreements, per license)	
	Crane Swing in PROW (set in crane agreements, per license)	
	Amendments to Agreements: Half the cost of the Agreement Fee	
	Compliance Fees: Two times the regular fee (Failure to obtain permit prior to commencing the work)	
12.08.060	Encroachment Activity:	
	Minimum Fee: Non-Refundable, applied to full Permit Fee	52.00
	Amendment to Permit: Non-refundable	26.00
	Utility Excavation in public street - per utility	517.00
	Utility Excavation in public alley - per utility	310.00
	Utility Excavation in public easement - per utility	310.00
	Driveway cuts/curb cuts installation/replacement - each	186.00
	Curb and gutter installation - each block	186.00
	Sidewalk installation - each block	186.00
	Construction-related, occupy street travel lane - per 50 ft of lane/day	78.00
	Construction-related, occupy bike travel lane/pathway/cycle track - per 50 ft of lane/day	21.00
	Construction-related, occupying sidewalk and buffer area - per 50 ft of lane/day	16.00
	Construction-related, occupy public alley - per day	186.00
	Construction-related, occupy time-restricted parking space - per space/day	92.00
	Construction-related, occupy non-time restricted parking space - per space/day	52.00
	House moving, per mile/day in town	1,320.00
	Other, as deemed appropriate by Public Works Director	
	Compliance Fees: Two times the regular fee (Failure to obtain permit prior to commencing the work)	
	Excavation, Construction, and Occupancy fees are cumulative	
	Fees are per the table unless otherwise noted, conditioned, or regulated (e.g. restrictions for winter snow removal ordinance). Minimum permit fees may apply. Minimum pay quantity is as shown.	
	Fees, other than the Deposit on Permit, are non-refundable unless staff determines that it was notified prior to the permitted dates that the permit activity would not occur.	

	Full lane closure is inclusive of adjacent parking, does not include sidewalk and buffer area fee.	
	Fee Waivers are in accordance with the Planning Permit Fee Waiver policy or other established agreements.	
Parklet Permit		\$ Current Fee
12.10.050 A	Annual Parklet fee	3,500.00
Special Event Permit		\$ Current Fee
12.28.050 F	Applicants:	
	Non-Profit	30.00
	For-Profit, including commercial film/photo	1,035.00
	Expressive Activity	-
Planning Permit		\$ Current Fee
	Fee Waiver	
	The Town Council may reduce, defer, or waive application fees upon request if the proposed project advances significant community goals, which include but are not limited to, the following:	
	1. A project that is sponsored by a governmental entity, or a project that received public funding.	
	2. A project that provides extraordinary charitable, civic, educational, or similar benefits to the community.	
	Such requests shall be submitted, for action by the Town Council, to the Planning Director within 30 days of receipt and prior to the submittal of an application. All requests shall be made prior to initiating a project as set forth in LDR Division 5100.	
	Fees are non-refundable once processing has commenced unless staff has determined that the permit is unnecessary.	
	General Pre-Application Conference (per Pre-App meeting)	
	Sketch Plan, Special Use, Planned Unit Development	794.00
	Conditional Use, Development Plan, Map Amendment	397.00
	Development Option Plan	397.00
	Grading & Erosion Control	199.00
	Optional/Elective Conference with:	
	Staff	199.00
	Planning Commission or Town Council	original fee
	Design Review Committee	264.00
	Physical Development	
	Sketch Plan, Development Plan	3,309.00
	Sign Permit	
	Per Sign	99.00
	Master Signage Plan	397.00
	Basic Use Permit	662.00
	Basic Use Permit - Short-Term Rental	
	Initial Application Fee - per bedroom	517.00
	Annual Renewal Fee	517.00
	Conditional Use Permit	
	Use Permit only	3,309.00
	Concurrent with application requiring public hearing	662.00
	Special Use Permit	3,309.00
	Development Option or Subdivision	
	Development Option Plan	662.00
	Subdivision Plat, <i>plus technical review fee</i>	1,324.00
	Exempt Land Division	no charge
	Boundary Adjustment	
	Plat Required, <i>plus technical review fee</i>	1,324.00
	Without Plat, <i>plus technical review fee</i>	596.00
	Interpretations	
	Formal Interpretation	662.00
	Zoning Compliance Verification	662.00
	Amendments	

	LDR Text	1,986.00
	Zoning Map	1,986.00
	Planned Unit Development	1,986.00
	Relief	
	Administrative Adjustment	662.00
	Variance	662.00
	Appeal of Administrative Decision	662.00
	Beneficial Use Determination	1,324.00
	Enforcement	
	After-the-Fact Permit	initial fee x 2
	Amendments of Permits or Approvals	
	Re-Submittal while in review process	half initial fee
	To approved plans and permits, <i>fee for permit review required by net change in density/inte</i>	calculation
	To condition requiring Council approval	662.00
	Miscellaneous	
	Administrative decision elevated to public hearing	662.00
		103.00
Building Permit (IBC)		\$ Current Fee
15.04.020 7	Deposit on Building Permit	
	Non-refundable, applied to full BP fee	551.00
15.04.090	New Buildings and Additions	
	Single Family Residence	1.66/sf
	Commercial, Office, Multi-family and similar	1.10/sf
	Warehouse, storage and similar	1.10/sf
15.04.090	Remodels and Alterations	
<u>Total Valuation</u>	<u>Fee Calculation</u>	
\$1 to 17,000		281.00
\$17,001 to 40,000	\$281 for the first \$17,000 plus \$11 \$12 for each additional \$1000 or fraction thereof, to and including \$40,000	
\$40,001 to 100,000	\$536 for the first \$40,000 plus \$9 for each additional \$1,000 or fraction thereof, to and including \$100,000	
\$100,001 to 500,000	\$1,131 for the first \$100,000 plus \$7.00 for each additional \$1,000 or fraction thereof, to and including \$500,000	
\$500,001 to \$1,000,000	\$4,214 for the first \$50,000 plus \$5 for each additional \$1,000 or fraction thereof, to and including \$100,000	
\$1,000,001 to \$5,000,000	\$6,967 for the first \$100,000 plus \$3 for each additional \$1,000 or fraction thereof, to and including \$5,000,000	
\$5,000,000 and up	\$20,181 for the first \$500,000 plus \$1 for each additional \$1,000 or fraction thereof	
	Plan Review Fee	
	Plan review fee assessed @ 65% of building permit fee (cost per/sf + cost per total valuation as provided above)	
15.04.090	Other Inspections	
	Outside normal business hours	110/hr
	Re-inspection under Section 305(g)	83/hr
	No fee specifically indicated	83/hr
	Review of revisions made to Approved Plan	110/hr
Fire Permits (IFC and IWUIC)		\$ Current Fee
15.08.010	All construction plan reviews; 2 hour minimum charge	150/hr
	All construction plan resubmittal reviews, 1/2 hour minimum charge	100/hr
	Initial existing building inspection	100.00
	Use of outside consultants	Actual Costs
	Re-inspection of new construction	100/hr
	New business registration for existing buildings	100.00
	Re-inspection after more than 2 failed inspections of existing buildings	250.00
	Operational permits	100.00
	Fire Protection Construction Permit Valuation	
<u>Total Valuation</u>	<u>Fee Calculation</u>	

\$1.00 to \$500		\$	40.00
\$501 to 2,000	\$40.00 for the first \$500 plus \$2.25 for each additional \$100.00 or fraction thereof, to and including \$2,000		
\$2,001 to 25,000	\$73.75 for the first \$2,000 plus \$14.75 each additional \$1,000 or fraction thereof, to and including \$25,000		
\$25,001 to 50,000	\$413.00 for the first \$25,000.00 plus \$10.75 for each additional \$1,000 or fraction thereof, to and including \$50,000		
\$50,001 to 100,000	\$681.75 for the first \$50,000 plus \$7.50 for each additional \$1,000 or fraction thereof, to and including \$100,000		
\$100,001 to 500,000	\$1,056.75 for the first \$100,000 plus \$6.00 for each additional \$1,000 or fraction thereof, to and including \$500,000		
\$500,001 to 1,000,000	\$3,456.75 for the first \$500,000 plus \$5.00 for each additional \$1,000 or fraction thereof, to and including \$1,000,000		
\$1,000,001 and up	\$5,956.75 for the first \$1,000,000 plus \$4.00 for each additional \$1,000 or fraction thereof		

Mechanical Permit (IMC)		\$ Current Fee
15.12.030	Mechanical / Fuel Gas Permit	
	For the issuance of each permit	55.00
	For issuing each supplemental permit	22.00
	Install or relocate gravity/forced air furnace to 100,000 btu/h	28.00
	Install or relocate gravity/forced air furnace over 100,000 btu/h	33.00
	Install or relocate each floor furnace, including vent	24.00
	Install or relocate suspended, recessed or floor mounted heater	24.00
	Install, relocate or replace appliance vent	17.00
	Repair or alter any heating, cooling, absorption or evaporative system	22.00
	Install or relocate boiler or compressor to 3 hp	24.00
	Install or relocate absorption system to 100,000 btu/h	24.00
	Install or relocate boiler or compressor 3-15 hp	44.00
	Install or relocate absorption system 100,000-500,000 btu/h	44.00
	Install or relocate boiler or compressor 15-30 hp	61.00
	Install or relocate absorption system 500,000-1,000,000 btu/h	61.00
	Install or relocate boiler or compressor 30-50 hp	93.00
	Install or relocate absorption system 1,000,000-1,750,000 btu/h	93.00
	Install or relocate boiler or compressor over 50 hp	166.00
	Install or relocate absorption system over 1,750,000 btu/h	166.00
	Each air-handling unit up to 10,000 cfm and attached ducts	22.00
	Each air-handling unit over 10,000 cfm	33.00
	Each evaporative cooler other than portable type	22.00
	Each ventilation fan attached to a single duct	17.00
	Each ventilation system not part of heating or air conditioning system	22.00
	Installation of hood system serving any mechanical exhaust, including ducts	22.00
	Install or relocate domestic type incinerator	33.00
	Install or relocate commercial or industrial incinerator	126.00
	Install, relocate or alter any unclassified equipment	22.00
	Install Hydronic Heating- up to 1000 sq. ft	24.00
	Install Hydronic Heating- 1001 sq. ft. - 2500 sq. ft	38.00
	Install Hydronic Heating- 2501 sq. ft. - 5000 sq. ft	55.00
	Install Hydronic Heating- 5001 sq. ft. and over	83.00
	Gas-piping Systems to 5 outlets	17.00
	For each additional Gas-piping System outlet, per outlet	5.00
15.12.030	Inspections	
	Inspections outside normal business hours	110/hr
	Re-inspection fee	83/hr
	For which no fee is specifically indicated	83/hr
	Additional plan review required by changes, additions, or revisions to approved plans (minimum charge 1 hour)	110/hr

Electrical Code		\$ Current Fee
15.20.010 3	Valuation of Electrical Work	
	1.00 to 500	36.00

500.01 to 600	41.00
600.01 to 700	46.00
700.01 to 800	50.00
800.01 to 900	55.00
900.01 to 1,000	60.00
1,000.01 to 1,100	64.00
1,100.01 to 1,200	69.00
1,200.01 to 1,300	74.00
1,300.01 to 1,400	79.00
1,400.01 to 1,500	83.00
1,500.01 to 1,600	88.00
1,600.01 to 1,700	93.00
1,700.01 to 1,800	97.00
1,800.01 to 1,900	102.00
1,900.01 to 2,000	107.00
2,000.01 to 3,000	121.00
3,000.01 to 4,000	140.00
4,000.01 to 5,000	158.00
5,000.01 to 6,000	177.00
6,000.01 to 7,000	196.00
7,000.01 to 8,000	215.00
8,000.01 to 9,000	234.00
9,000.01 to 10,000	253.00
10,000.01 to 11,000	271.00
11,000.01 to 12,000	290.00
12,000.01 to 13,000	309.00
13,000.01 to 14,000	328.00
14,000.00 to 15,000	347.00
15,000.01 to 16,000	366.00
16,000.01 to 17,000	403.00
17,000.01 to 18,000	422.00
18,000.01 to 19,000	441.00
19,000.01 to 20,000	460.00
20,000.01 to 21,000	479.00
21,000.01 to 22,000	497.00
22,000.01 to 23,000	516.00
23,000.01 to 24,000	535.00
24,000.01 to 25,000	555.00
25,000.01 to 50,000 = \$555.00 for the first \$25,000.00, plus \$10.62 for each additional \$1,000.00 or fraction thereof, to and including \$50,000.00	
50,000.01 to 100,000 = \$1,000.00 for the first \$50,000.00, plus \$7.10 for each additional \$1,000.00 or fraction thereof, to and including \$100,000.00	
100,000.01 and Up = \$1,518.00 for the \$100,000.00 plus \$5.89 for each additional \$1,000.00 or fraction thereof	
Connect all temporary services	
Work started before the permit was issued	2X times the permit fee
Re-inspection Fees	100.00/hr*
Inspections for Which No Fee is Indicated; minimum 1/2 hour charge	100.00/hr*
Additional Plan Review, minimum ½ hour charge; for review required by changes, additions or revisions to plans.	100.00/hr*
Use of Outside Consultants	Actual Costs**
Electrical Plan reviews	65% of Permit Fee
Failed Final Inspection Fee	100.00
* Or the total hourly cost to the jurisdiction, whichever is greatest. The cost shall include supervision, overhead, equipment, hourly wages and fringe benefits for the employees involved. Minimum charge is one hour.	
** Actual costs include administrative and overhead costs.	

Plumbing Permits		\$ Current Fee
15.24.030	Plumbing and Fuel Gas Permits	
	For issuing each permit	55.00

For each plumbing fixture on one trap or set of fixtures on one trap (including water, drainage piping and backflow protection)	17.00
For each building sewer and trailer park sewer	28.00
Rainwater systems – per drain (inside building)	17.00
For each water heater and/or vent	17.00
For each gas-piping system of one to five outlets	17.00
For each additional gas-piping system outlet, per outlet	5.00
For each industrial waste pretreatment interceptor including its trap and vent, excepting kitchen type grease interceptors functioning as fixture traps	17.00
For each installation, alteration or repair of water piping and/or water treating equipment, each fixture	17.00
For each repair or alteration of drainage or vent piping, each fixture	17.00
For each lawn sprinkler system on any one meter including backflow protection devices	17.00
For atmospheric-type vacuum breakers not included in Item #10:	
1 to 5 each	17.00
over 5 each	5.00
For each backflow protective device, other than atmospheric-type vacuum breakers:	
2 inch diameter and smaller	17.00
over 2 inches in diameter	28.00
Install Hydronic Heating- up to 1000 sq. ft	24.00
Install Hydronic Heating- 1001 sq. ft. - 2500 sq. ft	38.00
Install Hydronic Heating- 2501 sq. ft. - 5000 sq. ft	55.00
Install Hydronic Heating- 5001 sq. ft. and over	83.00
For each Fire Sprinkler System	17.00
Inspections	
Inspections outside normal business hours	110/hr
Re-inspection fee	83/hr
Inspections for which no fee is specifically indicated	83/hr
Additional plan review required by changes, additions, or revisions to approved plans (minimum charge 1 hour)	110/hr

Flood Damage Prevention		\$ Current Fee
15.30.110	Floodplain Development Permit	
	Deposit on Permit: Non-Refundable, applied to full Permit Fee	52.00
	Scale of project is determined by the Floodplain Administrator and examples of projects are included in the application:	
	Small Scale	310.00
	Large Scale	776.00
	Floodplain Map Revision (CLOMR and LOMR) Application	1,242.00
	Permit Revisions: half the cost of the original permit	
	Variance Application	776.00
	No Fee Specifically Indicated	155/hr
	Compliance Fees: Two times the regular fee (Failure to obtain permit prior to commencing the work - not including Emergency Waiver)	
	Third Party Technical Review	actual cost

Contractor Licensing		\$ Current Fee
15.36.034	Classification:	
	General Contractor (Class A)	441.00
	Building Contractor (Class B)	441.00
	Building Contractor Restricted (Class Br)	441.00
	Residential Contractor (Class C)	441.00
	Electrical Contractor	441.00
	Low Voltage Electrical Contractor	441.00
	Plumbing Contractor	441.00
	HVAC Contractor	441.00
	Woodstove/Gas Stove Installer	441.00
	Gas Service Contractor	441.00
	Proprietary Homeowner Contractor	441.00
	Specialty Solar Panel Installer	441.00
	Specialty Licenses	441.00

	Lawn Sprinkler Installer	441.00
	Water Conditioning Installer	441.00
	Refrigerator Contractor	441.00
	Fire Sprinkler Contractor	441.00
15.36.038	Renewal Late Fee:	
	General Contractor (Class A)	33.00
	Building Contractor (Class B)	33.00
	Building Contractor Restricted (Class Br)	33.00
	Residential Contractor (Class C)	33.00
	Plumbing Contractor	33.00
	HVAC Contractor	33.00
	Gas Service Contractor	33.00
	Proprietary Homeowner Contractor	33.00
	Specialty Solar Panel Installer	33.00
	Specialty Licenses	33.00
15.36.050 G	Certificates of Qualification	
	Initial Certificate	166.00
	Renewal of Certificate	83.00
15.36.038	Renewal Late Fee	33.00
Demolition Standards		\$ Current Fee
15.38.010	Demolition Permit	
	Deposit on Permit: Non-Refundable, applied to full Permit Fee	52.00
	Demolition Permit	259.00
	Permit Revisions: half the cost of the original permit	
	No Fee Specifically Indicated	155/hr
	Compliance Fees: Two times the regular fee (Failure to obtain permit prior to commencing the work - not including Emergency Waiver)	
	Third Party Technical Review	actual cost
Grading, Erosion Control, and Stormwater Management		\$ Current Fee
LDR: 5.7	Grading Permit	
	Deposit on Grading Permit: Non-Refundable, applied to full Grading Permit Fee	52.00
	Individual Residential (Primary + 1 accessory):	
	Statement	207.00
	Plan Level	621.00
	Multi-Unit Residential (3+ Units)	
	Statement	207/unit
	Plan Level	362/unit
	Multi-Lot Residential/Subdivision: Plan Level Only	362/lot
	Commercial Development: \$0.10/square foot of total development area; minimum fee \$200	
	Permit Revisions: half the cost of the original permit	
	Fee Specifically Indicated: \$100/hour/reviewer	
	Compliance Fees: Two times the regular fee (Failure to obtain permit prior to commencing the work - not including Emergency Waiver)	
	Third Party Technical Review	actual cost
Cemetery		\$ Current Fee
Res 05-28	Fees:	
	Internment - Open/Close Full	510.00
	Internment - Open/Close Cremation	72.00
	Weekend / Holiday Charge	145.00
	Deed Filing Fee	29.00
	Winter Charge (Dec 1 - April 30)	145.00
	Plot Purchase - Full	437.00
	Plot Purchase - Cremation/Infant	145.00
	Disinterment - Open/Close Full	656.00
	Disinterment - Open/Close Cremation	145.00

STAFF REPORT



Meeting Date:	August 19, 2024	Meeting Title:	Regular Town Council Meeting
Submitting Department:	Internal Services	Presenter:	Riley Taylor
Agenda Item:	Resolution 24-17: Grant to Rehabilitate Taxiway A and Construct Deicing Pad Access Taxiway at the Jackson Hole Airport	Public Comment:	Yes

Purpose & Policy Considerations.

The Town Council and County Commission approve the annual budget for the Jackson Hole Airport and any amendments to it, including the receipt of any grant funding.

Requested Action.

The request from the Jackson Hole Airport is for Council to adopt Resolution 24-17, allowing the Airport to accept this grant.

Recommendations.

Staff recommends the Town Council adopt Resolution 24-17.

Background.

This is a grant from the Federal Aviation Administration under the Bipartisan Infrastructure Law (BIL) – Airport Infrastructure Grant (AIG) program. The maximum federal share for this grant is 93.75%. The grant funds will be applied towards the construction of a Deice Access Taxiway and to Rehabilitate North Taxiway A. This project is currently underway.

As background, the existing deice pad is accessed from Taxiway A, which causes aircraft to queue on Taxiway A during deicing operations, blocking access along the taxiway. By constructing a taxilane separate from Taxiway A to access the deice pad, aircraft will no longer need to queue on Taxiway A during deice pad operations, leaving the taxiway open to other aircraft traffic. In addition, the drainage and utilities installed will tie into the overall future deice pad improvements. Taxiway A has not been rehabilitated since 2010 and is in need of rehabilitation. Some pavement surface stress on Taxiway A has been observed. The rehabilitation portion of this project will complete approximately 2,300 linear feet of Taxiway A rehab along with the runup pad on the north end of the existing deice pad.

As a co-sponsor of this grant, the County is agreeing to the following:

1. The period of performance is four years from grant acceptance (Grant Condition 2)
2. May not spend the funds for ineligible or unallowable costs (Grant Condition 3)
3. The final amount provided by FAA will be based on final audit of the total amount of allowable project costs (Grant Condition 5)
4. Any funds spent fraudulently, wastefully or in violation of U.S. law must be paid back by the sponsor (Grant Condition 9)
5. Must comply with all applicable environmental standards (Grant Condition 14)
6. Must comply with all federal financial reporting requirements (Grant Condition 15)

7. Grant Condition 26 provides, “The Co-Sponsors understand and agree that they jointly and severally adopt and ratify the representations and assurances contained therein and that the word ‘Sponsor’ as used in the application and other assurances is deemed to include all Co-Sponsors.”

Analysis & Key Policy Questions.

The Jackson Hole Airport Board is expected to approve this grant at its meeting on August 21, 2024.

Possible Alternatives.

1. Approve the resolution as presented
2. Approve the resolution as amended/discussed during the meeting
3. Deny the resolution

Comprehensive Plan & Priority Alignment.

Airport operations and upgrades to airport facilities are in direct alignment with Common Value 3, Quality of Life and more specifically, Principle 8.2 coordinating the provision of infrastructure and facilities needed for service delivery. The airport also has a direct correlation to a diverse and balanced economy as noted in Section 6 of Common Value 3.

Fiscal Impact.

The Jackson Hole Airport Board must fund the difference between the overall cost and the FAA AIG grant. The Jackson Hole Airport Board does not receive any funding from the Town or County.

Staff Impact.

Approximately 1 hour to coordinate placement on an agenda, draft the staff report, and for Legal and Administrative staff to review materials.

Attachments or Links.

Resolution 24-17

Grant Agreement

Suggested Motion. *Council always has the option to adopt, approve with conditions, continue, or deny items.*

I move to approve Resolution 24-17, approving the FAA Grant Agreement to Rehabilitate Taxiway A and Construct Deicing Pad Access Taxiway at the Jackson Hole Airport with the FAA obligation under the grant being a maximum of \$3,361,715.

**TOWN COUNCIL OF THE TOWN OF JACKSON, WYOMING
RESOLUTION 24-17**

A RESOLUTION PROVIDING APPROVAL FOR A GRANT TO
REHABILITATE TAXIWAY A AND CONSTRUCT DEICING PAD ACCESS TAXIWAY
PHASE III – REHABILITATE TAXIWAY A FROM TAXIWAY A3 TO A4
GRANT NO. 3-56-0014-080-2024

WHEREAS, the Jackson Hole Airport Board (the “Board”) was organized as an airport board on January 17, 1968, pursuant to Wyoming Statute § 10-5-202; is deemed a joint power board pursuant to Wyoming Statute § 16-1-105; and is the owner and operator of a public use airport known as the Jackson Hole Airport (“Airport”); and

WHEREAS, the Board is authorized to receive grants from the Federal Aviation Administration (“FAA”) for planning and/or improvements to the Airport; and

WHEREAS, the Board has received a grant offer from FAA for the Bipartisan Infrastructure Law (BIL) – Airport Infrastructure Grant (AIG) project to Rehabilitate Taxiway A and Construct Deicing Pad Access Taxiway in the maximum amount of Three Million Three Hundred and Sixty-One Thousand Seven Hundred and Fifteen Dollars (\$3,361,715), and the Board desires to accept such grant; and

WHEREAS, the FAA requires a resolution of approval from the Town of Jackson, as co-sponsor, in order for the Airport to receive such a grant.

NOW, THEREFORE, be it resolved by the Town Council of the Town of Jackson, Wyoming that it hereby provides approval for the Board to accept FAA Grant Number 3-56-0014-080-2024 in the maximum amount of Three Million Three Hundred and Sixty-One Thousand Seven Hundred and Fifteen Dollars (\$3,361,715) to Rehabilitate Taxiway A and Construct Deicing Pad Access Taxiway, as more fully described in the Project Application.

This Resolution shall become effective upon adoption.

PASSED, APPROVED, AND ADOPTED this 19th day of August 2024.

TOWN OF JACKSON, WYOMING

By: _____
Hailey Morton Levinson, Mayor

ATTEST:

Riley Taylor, Town Clerk

STAFF REPORT



Meeting Date:	August 19, 2024	Meeting Title:	Town Council Regular Meeting
Submitting Department:	Legal	Presenter:	Lea Colasuonno
Agenda Item:	Jackson Municipal Code Update: Title 15, Buildings and Construction	Public Comment:	Yes

Purpose & Policy Considerations.

The purpose of this item is for Council to review the updates to Title 15, Buildings and Construction, of the Jackson Municipal Code Council provided direction on in May 2024.

Requested Action.

Staff request the Council review the updates to Title 15 as summarized in the staff report and detailed in the redline draft.

Recommendations.

Recommendations were provided at the May 2024 meeting.

Background.

The Town periodically updates the Municipal Code to ensure its applicability and content match the community's and municipality's needs and are relevant to current times. The Town Legal Department is currently reviewing one title at a time with the relevant departments and staff.

Title 15 contains chapters on buildings and construction, specifically:

- *Chapter 15.04 - International Building Code*
- *Chapter 15.05 - International Energy Conservation Code*
- *Chapter 15.06 - International Existing Building Code*
- *Chapter 15.08 - International Fire Code*
- *Chapter 15.12 - International Mechanical Code*
- *Chapter 15.14 - Solid Fuel Burning Devices*
- *Chapter 15.16 - Unsafe Buildings and Other Structures (Repealed).*
- *Chapter 15.17 - International Residential Code*
- *Chapter 15.20 - Electrical Code*
- *Chapter 15.24 - International Plumbing Code*
- *Chapter 15.26 - Energy Efficiency Code (Repealed).*
- *Chapter 15.27 - International Fuel Gas Code*
- Chapter 15.28 - Signs (Repealed).
- Chapter 15.30 - Flood Damage Prevention
- Chapter 15.32 - Municipal Capital Construction Projects
- Chapter 15.34 - Art Enrichment Allocation
- Chapter 15.36 - Contractor Licensing
- Chapter 15.38 - Demolition Standards
- Chapter 15.50 - Enforcement

The majority of the chapters of this title (those in italics) comprise the adopted building, plumbing, mechanical, and like construction codes of the Town. These are updated by national organizations every three years, then adopted by the State of Wyoming and, finally and subsequently, at the Building Official's request, the Town updates its Municipal Code chapters appropriately. The national organizations last updated these codes in 2021, which the Town ultimately put in place via a 2022 Municipal Code update. In line with the above procedure, the national organizations updated these codes in 2024, but they have yet to be adopted by the State or the Town. The Council can expect to see these chapters in early 2025.

The remaining chapters (those not in italics) were the focus of the May 2024 Council meeting:

- Chapter 15.30 - Flood Damage Prevention
- Chapter 15.32 - Municipal Capital Construction
- Chapter 15.34 - Art Enrichment Allocation
- Chapter 15.36 - Contractor Licensing
- Chapter 15.38 - Demolition Standards
- Chapter 15.50 - Enforcement

Council provided policy guidance at the May 2024 meeting, and the effectuation of that guidance is summarized for each item in the Analysis & key Policy Question Section.

Analysis & Key Policy Questions.

All key policy questions were previously discussed and resolved.

Possible Alternatives.

Council could direct staff alter, change the updates provided in the drafts or not to update Title 15 of the Municipal Code.

Comprehensive Plan & Priority Alignment.

Section 8.1 and 8.2: Timely, efficiently, and safely deliver quality services and facilities in a fiscally responsible and coordinated manner.

Fiscal Impact.

Revenue: There are no, or at most negligible, revenue impacts from updating Title 15.

Expense: The Town hired a consultant to review the entire Code for consistency with state law at a cost of \$5,000. When the entire titles are updated, there is a cost to advertise the full title in accordance with state statutes.

Staff Impact.

The staff impact of updating the Municipal Code is significant.

Over the last few months, the Legal Department has spent, approximately, 80 hours working on this update and coordinated with the Building and Planning Departments as well, requiring approximately 5 hours of their time.

Since the May 2024 meeting, the Town Attorney spent 60 hours updating Title 15 and coordinated with the Building and Planning Departments as well, requiring approximately another 3 hours of their time

Attachments or Links.

- Title 15 Clean (Ordinances A, B,C, D, and E)
- Title 15 Redline
- Title 5 Amendment Redline
- Title 5 Clean (Ordinance F)

Suggested Motion.

I move to Ordinances A, B, C, D, E, and F at second reading.

ORDINANCE A

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF TOWN OF JACKSON ORDINANCE NOS.392, 970, AND 1091; SECTION 2 OF JACKSON ORDINANCE NO. 830; AND SECTIONS 15.30.020, 15.30.040, 15.30.060, 15.30.110, 15.30.120, 15.30.130, 15.30.140, AND 15.30.160 OF THE TOWN OF JACKSON MUNICIPAL CODE REGARDING FLOOD DAMAGE PREVENTION AND PROVIDING FOR AN EFFECTIVE DATE.

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

SECTION I.

Section 1 of Town of Jackson Ordinance Nos. 392, 970, and 1091; Section 2 of Town of Jackson Ordinance Nos. 830; and Sections 15.30.020, 15.30.040, 15.30.060, 15.30.110, 15.30.120, 15.30.130, 15.30.140, and 15.30.160 of the Town of Jackson Municipal Code are hereby amended and reenacted to read as follows:

...

15.30.020 Statement of purpose.

The purpose of this chapter is to comply with the National Flood Insurance Program and promote the public health, safety, and general welfare, and to minimize public and private losses due to Flood conditions in specific areas by provisions designed to accomplish the following:

...

15.30.040 Definitions.

- A. Unless specifically defined below, words or phrases used in this chapter shall be interpreted so as to give them the meaning they have in common use and to give this chapter its most reasonable application.
 1. ...
 2. ...
 3. ...
 4. ...
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 7. ...
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 10. ...
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13. ...
14. ...
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19. ...
20. ...
21. ...
22. ...
23. ...
24. ...
25. ...
26. ...
27. ...
28. ...
29. ...
30. ...
31. *Mean Sea Level* means, ...
32. *New Construction* ...
33. ...
34. ...
35. ...
36. ...
37. ...
38. ...
39. ...
40. ...
41. ...

(Ord. ____, §__, 2024; Ord. 1091 § 1, 2015).

...

15.30.060 Basis for establishing the Areas of Special Flood Hazard.

The Areas of Special Flood Hazard identified by the Federal Emergency Management Agency in a scientific and engineering report entitled The Flood Insurance Study for Teton County and Incorporated Areas, dated September 16, 2015, with an accompanying Flood Insurance Rate Map (FIRM) are hereby adopted and declared to be a part of this chapter. The Flood Insurance Study and FIRM are on file with the Town of Jackson.

(Ord. ____, §__, 2024; Ord. 1091 § 1, 2015; Ord. 970 § 1, 2010).

...

15.30.110 Establishment of Development permit.

- A. A Flood Plain Development permit or a building permit shall be obtained before construction or Development begins within any Area of Special Flood Hazard established in Section 15.30.060.
- B. Application for a Development permit or a building permit shall be made on forms furnished by the Town Manager or their designee and may include, but not be limited to: plans in digital form drawn to scale showing the nature, location, dimensions and elevations of the area in question; existing or proposed Structures, fill, storage of materials, drainage facilities; and the location of the foregoing. Specifically, the following information is required:

...

15.30.120 Designation of the Administrator.

The Town Manager, or their designee, is appointed to administer and implement this chapter by granting or denying Development permit applications in accordance with its provisions.

...

15.30.130 Duties and responsibilities of the Town Manager.

Duties of the Town Manager or their designee shall include, but not be limited to the following:

- A. *Development review.*
 - 1. Review all Flood Plain Development or building permit applications to determine that the permit requirements of this chapter have been satisfied.
 - 2. Review all Flood Plain Development or building permit applications to determine that all necessary permits have been obtained from federal, state or local governmental agencies from which prior approval is required.
 - 3. Review all Flood Plain Development or building permit applications to determine if the proposed Development is located in the Floodway. If located in the Floodway, assure that the encroachment provisions of Section 15.30.170A are met.
 - 4. Review all Flood Plain Development or building permit applications to determine whether proposed building site, including the placement of Manufactured Homes, will be reasonably safe from Flooding.
- B. *Use of other Base Flood data.* When Base Flood elevation data has not been provided in accordance with Section 15.30.060 of this chapter, the Town Manager, or their designee, shall obtain, review, and reasonably use any Base Flood elevation and Floodway data available from any federal, state, or other source as criteria for requiring that New Construction, Substantial Improvements, and other Development in Zone A are administered in accordance with Section 15.30.160 of this chapter.

...

- F. When a Regulatory Floodway has not been designated, the Town Manager or their designee must require that no New Construction, Substantial Improvements, or other Development (including fill) shall be permitted within Zones A1-30 and AE on the community's FIRM, unless it is demonstrated that the cumulative effect of the proposed Development, when combined with all other existing and anticipated Development, will not increase the Water Surface Elevation of the Base Flood more than one-foot at any point within the community.

(Ord. ____ § __, 2024; Ord. 1091 § 1, 2015; Ord. 830 § 2, 2006; Ord. 392 § 1, 1989).

15.30.140 Variance procedure.

A. *Appeal board.*

...

2. The Board of Adjustment shall hear and decide Appeals when it is alleged there is an error in any requirement, decision, or determination made by the Town Manager, or their designee, in the enforcement or administration of this chapter.
3. Those aggrieved by the decision of the Board of Adjustment, may Appeal such decisions to the Ninth Judicial District Court as provided by Wyoming Statutes.

...

6. The Town Manager, or their designee, shall maintain the records of all Appeal actions, including technical information, and report any Variances to the Federal Emergency Management Agency.

B. *Conditions for Variances.*

1. Generally, Variances may be issued for New Construction and Substantial Improvements to be erected on a lot of one-half acre or less in size contiguous to and surrounded by lots with existing Structures constructed below the base level, providing paragraphs a through k of subdivision 4 of subsection A of this section have been fully considered. As the lot size increases beyond the one-half acre, the technical justifications required for issuing the Variance increases.

...

15.30.160 Specific standards.

...

- E. *Recreational Vehicles.* Require that Recreational Vehicles placed on sites within Zones A1-30, AH, and AE on the community's FIRM either:
 1. Be on the site for fewer than 180 consecutive days,
 2. Be fully licensed and ready for highway use, or
 3. Meet the permit requirements of this Section 15.30.160, and the elevation and anchoring requirements for "Manufactured Homes" in paragraph (4) of this section. A Recreational Vehicle is ready for highway use if it is on its wheels or jacking system, is attached to the site only by quick disconnect type utilities and security devices, and has no permanently attached additions.

...

(Ord. ____ § __, 2024; Ord. 830 § 2, 2006; Ord. 686 § 1, 2001; Ord. 393 § 1, 1989; Ord. 392 § 1, 1989).

SECTION III.

All ordinances and parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION VI.

If any section, subsection, sentence, clause, phrase, or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed as a separate, distinct and independent provision and such holding shall not affect the validity of the remaining portions of the ordinance.

SECTION V.

This Ordinance shall become effective after its passage, approval, and publication.

PASSED 1ST READING THE ____ DAY OF _____, 2024.

PASSED 2ND READING THE ____ DAY OF _____, 2024.

PASSED AND APPROVED THE ____ DAY OF _____, 2024.

TOWN OF JACKSON

BY: _____

Hailey Morton Levinson, Mayor

ATTEST:

BY: _____

Riley Taylor, Town Clerk

ATTESTATION OF TOWN CLERK

STATE OF WYOMING)
) ss.
COUNTY OF TETON)

I hereby certify that the foregoing Ordinance No. was duly published in the Jackson Hole News and Guide, a newspaper of general circulation published in the Town of Jackson, Wyoming, on the ____ day of _____, 2024.

I further certify that the foregoing Ordinance was duly recorded on page _____ of Book _____ of Ordinances of the Town of Jackson, Wyoming.

Riley Taylor, Town Clerk

ORDINANCE B

AN ORDINANCE REPEALING SECTION 1 OF TOWN OF JACKSON ORDINANCE NO. 627; AND SECTIONS 15.32.010 THROUGH 15.32.050 OF THE TOWN OF JACKSON MUNICIPAL CODE REGARDING MUNICIPAL CAPITAL CONSTRUCTION PROJECTS AND PROVIDING FOR AN EFFECTIVE DATE.

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

SECTION I.

Section 1 of Town of Jackson Ordinance No. 627; and Sections 15.32.010 through 15.32.050 of the Town of Jackson Municipal Code are hereby repealed as follows:

Chapter 15.32 MUNICIPAL CAPITAL CONSTRUCTION PROJECTS (REPEALED)

15.32.010 Definitions. (repealed)

15.32.020 Standard design process. (repealed)

15.32.030 Design consultant selection process. (repealed)

15.32.040 Contracts for public improvements. (repealed)

15.32.050 Conflict of interest. (repealed)

(Ord. ____ § ____, 2024; Ord. 627 § 1, 1999).

SECTION III.

All ordinances and parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION VI.

If any section, subsection, sentence, clause, phrase, or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed as a separate, distinct and independent provision and such holding shall not affect the validity of the remaining portions of the ordinance.

SECTION V.

This Ordinance shall become effective after its passage, approval, and publication.

PASSED 1ST READING THE ____ DAY OF _____, 2024.

PASSED 2ND READING THE ____ DAY OF _____, 2024.

PASSED AND APPROVED THE ____ DAY OF _____, 2024.

TOWN OF JACKSON

BY: _____

Hailey Morton Levinson, Mayor

ATTEST:

BY: _____
Riley Taylor, Town Clerk

ATTESTATION OF TOWN CLERK

STATE OF WYOMING)
) ss.
COUNTY OF TETON)

I hereby certify that the foregoing Ordinance No. was duly published in the Jackson Hole News and Guide, a newspaper of general circulation published in the Town of Jackson, Wyoming, on the _____day of _____, 2024.

I further certify that the foregoing Ordinance was duly recorded on page _____ of Book _____ of Ordinances of the Town of Jackson, Wyoming.

Riley Taylor, Town Clerk

ORDINANCE C

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF TOWN OF JACKSON ORDINANCE NOS. 701, 1089, 1090, AND 1142; AND SECTION 8 OF JACKSON ORDINANCE NO. 1280; AND CHAPTER 15.36 OF THE TOWN OF JACKSON MUNICIPAL CODE REGARDING CONTRACTOR LICENSING AND PROVIDING FOR AN EFFECTIVE DATE.

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

SECTION I.

Section 1 of Town of Jackson Ordinance Nos. Section 1 of Town of Jackson Ordinance Nos. 701, 1089, 1090, and 1142; Section 8 of Town of Jackson Ordinance No. 1280; Chapter 15.36 of the Town of Jackson Municipal Code are hereby amended and reenacted to read as follows:

Chapter 15.36 CONTRACTOR LICENSING AND CERTIFICATION

15.36.005 Purpose and relationship between Licenses and Certificates of Qualification.

- A. The purpose of authorizing contractors and tradespeople is to ensure minimum safety, education, and qualification standards are applied in the construction of buildings within the Town in order to protect the public, property, and workers. To ensure appropriate standards are met, every person is required to be qualified for the trade they practice, and the level of their trade, via Certificates of Qualification. Moreover, every Licensee is required to obtain a Master certificate, or employ a person who has obtained a Master certificate, appropriate to the types of work the Licensee is undertaking. A Licensee is responsible for the work covered by the License and may be a business or corporation. The Certificate of Qualification holder is responsible for on-site supervision during all phases of construction and is an individual.

15.36.010 Board of examiners created; duties of same.

- A. Town of Jackson Board of Examiners shall be created, consisting of five to nine members, including a chairperson, to be appointed by the Town Council. The Board shall serve at the pleasure of the Town Council and members shall be volunteer, nonpaid positions. Upon the affirmative vote of a majority of the Town Council, members may be removed from the Board. Members of the Board of Examiners shall consist of professionals in the construction industry, including by way of example and not exclusion, tradespeople, architects, and engineers.
- B. Initial appointments to the Board of Examiners shall be two appointments for one year and three appointments for two years, and thereafter appointments shall be for a term of two years at the expiration of the term of each member.
- C. The Board of Examiners shall establish rules, regulations, and procedures for conducting business, which rules, regulations, and procedures shall be approved by the Town Council prior to being effective.
- D. The Board of Examiners shall also serve as the Board of Appeals as required by the building codes to hear and decide appeals of orders, decisions, or determinations made by the Town Building Official relative to the application and interpretation of the codes adopted by the Town of Jackson. 15.36.020 Definitions.

15.36.020 – Definitions.

A. As used in this title:

1. *Apprentice* means an individual who is learning a trade under the direct Supervision of a person qualified under the terms of this chapter to train an individual in that trade.
2. *Certificate of Qualification* means nontransferable authority to perform certain skills and is issued to an individual.

3. *Contractor* means anyone engaged in any of the trades as a general, building, or residential contractor, construction manager, and/or any of the classifications as set forth herein.
4. *Journeyman* means an individual who, through proven experience and demonstrated knowledge, shows proficiency in their trade. Such an individual shall be qualified to work for a Licensed Contractor without direct Supervision.
5. *License* means the authority to contract and obtain permits for the construction, alteration, addition to, or relocation of, any system or portions of a system regulated by this chapter.
6. *Master* means an individual who, through demonstrated knowledge and verified experience, may qualify a business, corporation, partnership or individual for a License.
7. *Principal Place of Residence* means the place which is an individual's primary home used for the purposes of filing taxes or, if a vacant lot, that will upon issuance of a certificate of occupancy become the individual's primary home used for the purposes of filing taxes.
8. *Supervision* means the continuous control of all work in progress as authorized by the Journeyman or Master.

15.36.030 – Building Official authority.

- A. Authority. There is vested in the Building Official, or their designees, the authority of determining the qualifications of applicants for those Licenses and Certificates of Qualification established by this Chapter and to effectuate all authority and power as set forth in the building codes adopted by the Town.
- B. The Building Official may render reasonable interpretations of these provisions and rules and regulations as established by the Board of Examiners as necessary to carry out the intent and purpose of this Chapter and the rules and regulations, respectively.
- C. Jurisdictional Reciprocity. The Building Official, or their designee, may grant reciprocity with other jurisdictions and agencies as the Building Official, or their designee, determines. The Building Official shall maintain a record of all reciprocal agreements that have been approved.

15.36.31 – License and certification required.

- A. It shall be unlawful for any person to undertake any of the types of work regulated by this Chapter within the Town without first obtaining a Certificate of Qualification, complying with the provisions of this Chapter.
- B. Except as otherwise provided in Section 15.36.040.D, it shall be unlawful for any firm, corporation, or other corporate entity to undertake any of the types of work regulated by this Chapter within the Town without first obtaining an appropriate License complying with the provisions of this Chapter. Such License shall serve as the business license required by Title 5 of this Code.
- C. It is the duty of each Licensee and Certificate of Qualification holder to renew and maintain a valid License and/or Certificate in conformance with the requirements of this Chapter.

15.36.032 – Personal privilege.

- A. The Licenses and Certificates of Qualification issued under this Chapter shall be a personal privilege, good for the period for which issued, subject to the condition however, that they may be denied, revoked, or suspended.

15.36.033 – Evidence of doing business

- A. Whenever any person by the use of signs, circulars, cards, telephone books, or newspapers, advertises, holds out, or represents that they are in any and every kind of lawful business, trade, calling, profession, or occupation in the Town, or when any person holds an active license or permit issued by a governmental agency indicating that they are in any business, trade, calling, profession, or occupation in the Town, these facts shall be considered prima facie evidence that they are conducting business in the Town.

15.36.034 – Fees; Payment

- A. There shall be annual application fees for all Licenses and Certificates of Qualification authorized hereunder, for both initial issuance and for renewal, and the fees for such shall be in an amount established by resolution, be paid at the time application therefor is made, and be nonrefundable.
- B. Applicants seeking reciprocity pursuant to Wyo. Stat. § 16-6-1101, as amended, shall not pay an initial issuance fee, provided the work they are seeking to perform in the Town is covered under their existing license issued by another jurisdiction and is at an equivalent level of required competency in the Town. If they seek to perform work that is not covered under the license issued by another jurisdiction or that is not at an equivalent level of required competency in the Town, they shall pay initial application fees. All parties that are Licensed and/or Certified via reciprocity pursuant to Wyo. Stat. § 16-6-1101, as amended, shall, consistent with all other Licensed and Certified parties, pay annual renewal fees.
- C. Applicants seeking reciprocity other than under Wyo. Stat. § 16-6-1101, as amended, shall pay fees in accordance with Section 15.35.034.A.
- D. There shall be no pro-rated reduction of the fee based on the time of year when a License or Certificate of Qualification is applied for.
- E. Receipt of payment does not constitute approval of a License or a Certificate of Qualification application.
- F. If a Licensee or Certificate holder seeks to change or upgrade a License or Certificate, no credit shall be given for fees paid on the existing License or Certificate. A complete initial application and associated fee shall be paid for the new License or Certificate.

15.36.035 – Applications—Initial and renewal

- A. Every person seeking to begin work regulated by this Chapter, or continue it if previously licensed or certified, within the Town must complete the appropriate application pursuant to this section and obtain approval before beginning or continuing such work.
- B. All applications, whether for a License or a Certificate of Qualification, shall be made in writing to the Town Manager, or their designee, on forms provided by the Town, which must be complete to be processed.
- C. It shall be the duty of the applicant to seek any reviews, authorizations, permits and/or approvals from state, federal, Town or Teton County authorities that may be required in addition to the License and Certificate of Qualification set forth in this Chapter.
- D. Each application, whether for a License or a Certificate of Qualification, submitted shall be affirmed as being true and correct to the best of the applicant's knowledge and shall affirm that the applicant understands that information provided on and with the application may be investigated for accuracy.
- E. Applications, whether for a License or a Certificate of Qualification, shall be processed within 30 days of the receipt of an application.
- F. Applications for a Contractor License shall include:
 - 1. Proof of workers' compensation with the State of Wyoming or provide proof of why workers' compensation is not required.
 - 2. Proof of unemployment insurance with the State of Wyoming or provide proof of why unemployment insurance is not required.
 - 3. A compliance bond in the amount set forth below for the respective license class and executed by a surety company authorized to transact business in the State of Wyoming, with the applicant as principal and the Town of Jackson

as obligee, conditioned that the applicant shall faithfully perform the duties and in all things comply with the provisions of this Chapter, including all amendments thereto. Bond amounts are as follows:

i.

License	Bond amount
General Contractor (Class A)	\$250,000
Building Contractor (Class B)	\$250,000
Building Contractor— Restricted (Class Br)	\$100,000
Residential Contractor (Class C)	\$100,000

4. If the applicant is a corporation or limited liability company, proof of good standing with the office of the Wyoming Secretary of State.
5. A License shall not be issued until a certificate of insurance has been filed and approved by the Building Official, or their designee. Licensees shall be responsible for keeping the required insurance in force and for providing current certificates of insurance. Each certificate of insurance shall state the type(s) of insurance purchased and the limits of each type of coverage as required by these regulations. The Town of Jackson must be named as certificate of insurance holder. Commercial general liability limits are as follows:

i.

License	Limit Per Occurrence	Total Aggregate
General Contractor (Class A)	\$1,000,000	\$2,000,000
Building Contractor (Class B)	\$1,000,000	\$2,000,000
Building Contractor— Restricted (Class Br)	\$500,000	\$1,000,000
Residential Contractor (Class C)	\$500,000	\$1,000,000

- G. Renewal of a Certificate of Qualification requires the applicant to either have completed 8 hours of educational seminar covering the adopted code for the applicable trade approved by the Building Official, or their designee, or to re-test through the ICC Trade Certification Program.

15.36.036 – Possession and Display Certificate of Qualification.

- A. Any person certified hereunder shall maintain possession of their current Certificate of Qualification and shall produce the same upon the request of the Building Official, or their designee, any Law Enforcement Officer, any Community Service Officer, or any Special Municipal Officer of the Town of Jackson.

15.36.037– Transfer; Using another’s License or Certificate of Qualification.

- A. No License or Certificate of Qualification shall be valid for more than one person, nor shall a License or Certificate of Qualification be transferable.
- B. A licensed or certified person may not enter into an agreement, oral or written, whereby their License or Certificate of Qualification is used, or will be used, by any other person.
- C. A licensed or certified person may not knowingly allow their License or Certificate of Qualification to be used by any other person.
- D. A licensed or certified person may not apply for or obtain a building permit for construction work unless the licensed or certified person have agreed to make improvements to, or perform the contracting at, the real property specified in

the application or permit. This paragraph does not prohibit a person from applying for or obtaining a building permit to allow the person to perform work for another person without compensation or to perform work on property that is owned by the applicant.

- E. The dissolution of a business entity which has been licensed terminates the License and no person may operate under that License.
- F. A new License is required for the creation of a new business entity and shall not entitle any person to transfer any License to the new entity.

15.36.038 – Expiration; Licenses and Certificates of Qualification.

- A. All Licenses expire on December 31 annually.
- B. All Certificates of Qualification expire on December 31 triennially.
- C. All Licenses and Certificates of Qualification automatically expire if any applicable requirement(s) of this Chapter lapse, are canceled, or expire during the term of an existing License or Certificate of Qualification; provided Licensees and Certificate of Qualification holders shall have 30 days from the date of the lapse, cancellation, or expiration of the requirement to provide proof of being current with said requirement before an expiration shall be effective.
- D. If an application has not been received by the Town prior to January 1, the Licensee or Certificate of Qualification holder will have until January 31 to submit a renewal application together with payment of the annual fee, plus an additional late fee in an amount established by resolution. All Licenses and Certificates of Qualification are delinquent beginning January 1 and concluding January 31 on 11:59 p.m. After 11:59 p.m. on January 31 the License or Certificate of Qualification is not eligible for renewal; an application for a new License or Certificate of Qualification must be submitted.

15.36.039 – Denial, revocation, and suspension

- A. The Town Manager, or their designee, may deny an application except for an application for reciprocity pursuant to Wyo. Stat. § 16-6-1101, as amended, and may suspend or revoke an issued License or Certificate of Qualification, whether initially issued via reciprocity or otherwise, when the applicant/holder commits any one or more of the following acts or omissions:
 - 1. The breach of any condition upon which the License or Certificate of Qualification was issued or failure to comply with any applicable provision(s) of law.
 - 2. The violation of any local, state, or federal law(s) or codes relating to health and safety of the premises at which work is taking place or relating to the Town of Jackson Land Development Regulations.
 - 3. The securing of any License or Certificate of Qualification by fraud, misrepresentation, a false or misleading statement, or evasion or suppression of a material fact in the application process.
 - 4. Failure of the Licensee to notify the Building Official, or their designee, within 5 business days that the Master left the Licensee's employ.
 - 5. The securing of any permit sought pursuant to the codes of this Title or the Land Development Regulations by fraud, misrepresentation, a false or misleading statement, or evasion or suppression of a material fact in the application process.
 - 6. Engaging in any work regulated by this Chapter or advertising as available to engage in any such work without being duly licensed or certified pursuant to this Chapter.
 - 7. Commencing or performing work for which a permit is required pursuant to this Title or the Land Development Regulations without such permit being in effect.
 - 8. The conviction for a crime involving dishonesty, false statement, or a felony.

9. The conduct of the License or Certificate of Qualification holder puts the health, safety, or welfare of their customers, public employees, or the public at risk.
 10. The failure to timely provide any information required by the Town for the application process.
 11. The applicant had a License or Certificate of Qualification issued hereunder revoked or suspended within three years immediately preceding the date of application.
- B. The Town Manager, or their designee, may deny an application for reciprocity pursuant to Wyo. Stat. § 16-6-1101, as amended, when the applicant:
1. Fails to comply with Wyo. Stat. § 16-6-1101, as amended.
 2. Previously had a License or Certificate of Qualification revoked or suspended by the Town.
- C. When the Town Manager, or their designee, deems that a License or Certificate of Qualification issued hereunder shall be denied, suspended, or revoked, the procedure shall be as follows:
1. The applicant or Licensee or Certificate of Qualification holder shall be notified by the Town Manager, or their designee, in writing, sent via certified mail; such notice shall be sent at least 15 days prior to the action contemplated, setting forth the reasons therefor.
 2. Upon receipt of the notice, the applicant or Licensee or Certificate of Qualification holder may request a hearing before the Town Council. Such request shall be in writing and shall be received by the Town Manager, or their designee, within 15 days of the postal date of the suspension or revocation notice; failure on the part of the applicant or License or Certificate of Qualification holder to request a hearing in writing and within the specified time period shall be deemed a waiver of their right to a hearing.
 3. If a hearing is requested by the applicant or Licensee or Certificate of Qualification holder, the Town Manager, or their designee, shall set the time, date, and location, which shall be not less than 15 days and not more than 45 days of receipt of the notice requesting such. The Town Manager, or their designee, shall notify the applicant or License or Certificate of Qualification holder in writing, sent by certified mail, of the hearing.
 4. At the hearing, the parties have the right to be represented by counsel, and to present testimony and evidence. The Town Council shall, by majority vote, render a decision. The decision of the Town Council shall be final and binding on all parties concerned.
 5. The Town Manager, or their designee, shall notify the applicant or Licensee or Certificate of Qualification holder in writing, by certified mail, of the Town Council decision as the result of the hearing.
- D. Such revocation or suspension may be in addition to any fine imposed.

15.36.040 Contractor Licenses.

- A. *Classifications.* There shall be the following classes of Licenses and the respective Licensee shall be authorized to do the following:
1. *General Contractor (Class A)*—To contract for the construction, alteration, or repair of any type or size of structure.
 2. *Building Contractor (Class B)*—To contract for the construction, alteration, or repair of commercial buildings and single or multi-dwelling residential buildings, not exceeding three stories in height.
 3. *Building Contractor—Restricted (Class Br)*—To contract for work of a nonstructural nature in a commercial tenant space with a maximum gross floor area of 5,000 square feet or less and for the construction, alterations and repairs of one- and two-family residences, townhouses and buildings accessory thereto.
 4. *Residential Contractor (Class C)*—To contract for the construction, alterations, and repairs of one- and two-family residences, and buildings accessory thereto.

5. *Proprietary Homeowner Contractor*— To construct, alter, or repair only i) once every 8 years, which period begins on the date of the issuance of a certificate of occupancy; ii) one's own principal place of residence, including accessory buildings and excluding accessory residential units; iii) that are regulated under the International Residential Code; and iv) if an accessory building, that is on the same property as the principal place of residence. Prior to issuance, the owner is required to pass a written Proprietary Homeowner Contractor exam administered by the Town of Jackson or a Class C Contractor License exam.
 6. *Plumbing Contractor*—Installation, alteration, addition or relocation of all sanitary plumbing, sanitary sewer and potable water supply and distribution piping, including all plumbing fixtures and traps and potable water-treating or water-using equipment, and including piping for transmission of chemicals, oil and gases, installation of steam and hydronic heating and chilled systems and water heaters and related vents.
 7. *Heating, Ventilating, and Air Conditioning (HVAC) Contractor*—Installation, alteration, addition to, relocation, or replacement of any heating, ventilating, cooling, refrigeration system, incinerators, or other miscellaneous heat-producing appliances, to include gas piping of related equipment.
 8. *Gas Service Contractor*—Installation, repair, or maintenance of fuel gas systems.
 9. Specialty Solar Panel Installer – NABCEP Certification or similar Certifications approved by the Building Official is required.
 10. *Specialty Licenses*—Pool and Spa, Cell Tower Installers, and any other Installers that the Building Official deems appropriate to need a contractor's license.
- B. *Supervision required.* Every Contractor shall be or must have in their employ a person holding a Master Certificate of Qualification in such classification as the Licensed is issued. The License shall be valid only as long as the named Master shall remain in the employ of the Licensee in an active, full-time capacity. If the Master should leave the employ of the Licensee, the Licensee shall notify the Building Official, or their designee, within 5 business days. The Licensee shall be required to obtain a qualified Master as otherwise required by this Chapter within 30 days of the Master leaving the employ of the Licensee. The Building Official, or their designee, may grant not more than three 10-day extensions when considered to be in the best interest of the Town. If such Master is not obtained within the 30-day period or subsequent extensions, the License shall be deemed suspended until such supervisor is obtained.
- C. *Responsibilities.* All Licensees shall be responsible, without limitation, for the following:
1. For all work requiring a permit under the provisions of this Chapter.
 2. To provide minimum safety measures and equipment to protect property, workers and the public as provided herein or otherwise prescribed by the Town of Jackson and other local, state, or federal regulations.
 3. To obtain permits;
 4. To request inspections and be physically present on-site for inspections, which inspection shall be coordinated by the general contractor.
 5. To present Certificate of Qualification cards when requested by the Building Official, or their designees,.
 6. To faithfully construct and complete the project as indicated by the permit and approved set of plans, without substantial departure from, or disregard of, drawings and specifications, when such drawings and specifications have been filed and approved and permit issued for same, unless such changes are approved by the Building Official, or their designee.
 7. To complete all work authorized by the permit issued unless good cause is shown.
 8. To pay any fee required by the Town of Jackson.
 9. To comply with all applicable codes and ordinances.
 10. To be responsible for all work for which a permit is issued.

D. *Exemptions.* A firm, corporation, or other corporate organization may undertake the types of work regulated by this Chapter within the Town without first obtaining a License only under the following exemptions:

1. *Permits-Exempt Building Code Provisions.* The owner or tenant of a commercial structure or tenant space may perform their own repairs or maintenance as permitted in the permits-exempt work provisions of each applicable code adopted by the Town.
2. *Proprietary Certificate of Qualification.* An individual employed by a Person may perform work requiring a permit without a Contractor's License, provided they have been granted a Proprietary Certificate of Qualification specific to one business and specific to the trade(s) applicable to the work being performed.
3. *Sewer and Water Service Lines.* Sewer and water service line installation and repair work from a structure to the public sewer or public watermain shall be exempt from the requirements of this Chapter. However, this shall not exempt the work being performed from the requirements of a permit pursuant to the current edition of the adopted codes.

(Ord. ____ § ____, 2024; Ord. 1280 § 8, 2021; Ord. 1089, § 1, 2015; Ord. 701 § 1, 2002).

15.36.050 Certificates of Qualification.

A. *Requirement.* Certificates of Qualification shall be required of individuals for all types of work involving skills as specified and classified in this section.

B. *Exam procedure.*

1. The Town shall use the then current International Code Council National Contractor/Trades Examination as a means of determining the qualification of applicants.
2. Testing arrangements and testing fees are the responsibility of the applicant.
3. A Town of Jackson Certificate of Qualification will be issued to the applicant upon presentation of the International Code Council National Contractor/Trades Examination certificate noting successful completion of the appropriate examination and meeting all other requirements of this Chapter.

C. *Reciprocity.*

1. *Reciprocity with Wyoming Jurisdictions.* In lieu of an examination, the Building Official, or their designee, may issue a Certificate of Qualification to persons that, in addition to meeting all other requirements of this Chapter, possess and present a valid authorization issued to them by any other governmental agency pursuant to Wyo. Stat. § 16-6-1101, as amended. The applicant shall procure the Certificate of Qualification from the Town within 30 days after being notified of being granted reciprocity. If the applicant fails to procure said Certificate of Qualification within 30 days, the Certificate of Qualification shall be void and a new application shall be required.
2. *Reciprocity with jurisdictions outside of Wyoming.* Reciprocity may be granted pursuant to 15.36.030.

D. *Examination failure.* Every applicant who fails to pass the required examination shall not be eligible for another examination for 30 days, and any applicant who fails to pass the second examination shall not be eligible for re-examination for 6 months thereafter.

E. *Classifications.* There shall be the following classes of certification and the holder shall be authorized to do the following:

1. *Masters Certificate of Qualification.* A Certificate of Qualification shall be required and shall permit the holder thereof to be supervisor or Master for each of the trades in which they have been certified.
2. *Journeyman Certificate of Qualification.* A Certificate of Qualification shall be required in the trades described in this chapter and shall entitle the individual to work only in the trade for which they are certified and classified. Such certificates shall permit the individual to work only under the authority of a certified Master or supervisor.

3. *Apprentice Certificate of Qualification.* A Certificate of Qualification shall serve as a registration with the Town. Such certificate shall entitle the Apprentice to work under the direct Supervision of a Journeyman or Master within each respective classification. With the exception of general, building, and residential Contractors, no individual Journeyman or Master shall have more than four Apprentices under their direct Supervision.
- F. *Classifications—experience required.* An application shall be filed in accordance with the time periods listed below unless otherwise approved by the Building Official or their designee. A person may not apply to upgrade their certificate to the next higher classification until they have met the experience requirement or equivalent, as approved by the Building Official or their designee. Up to 50 percent credit may be given toward the experience period set forth below at the discretion of the Building Official, or their designee, for relevant equivalent education in the construction field. The applicant is responsible for providing proof to verify such experience. Applicants that are unable to provide adequate and appropriate experience or time in service will be issued the next lower classification regardless of the exam they passed.
 1. *General Contractor Certification (Class A).* Master applicants shall be able to verify at least eight years actively working in the building construction or contracting trade, which must include at minimum having constructed or acted principally in the role of supervisor for the construction of three entire buildings, each of which must have been at least two stories in height, and have been of occupancy classifications other than Group R3 and U.
 2. *Building Contractor Certification (Class B).* Master applicants shall be able to verify at least four years working in the building construction or contracting trade, which must include at minimum having constructed or acted principally in the role of supervisor for the construction of three entire buildings of occupancy classifications other than Group R3 and U, each of which must have exceeded 5,000 square feet in floor area.
 3. *Building Contractor restricted Certification (Class Br).* Master applicants shall have held a Class C License for the previous two years and make application to the Building Official, or their designee, for this License classification. No additional testing required.
 4. *Residential Contractor Certification (Class C).* Master applicants shall be able to verify at least two years working in the building construction or contracting trade.
 5. *Plumbing Certification* —Apprentices shall be able to verify four years of working actively in a training program or for a qualified plumbing Contractor prior to applying to advance to the Journeyman level. Journeyman shall be able to verify four years of working actively in a training program or for a qualified plumbing Contractor prior to applying to advance to the Master level.
 6. *HVAC Certification* —Apprentices shall be able to verify four years of working actively in a training program or for a qualified HVAC Contractor as an Apprentice prior to applying to advance to the Journeyman level. Journeyman shall be able to verify four years of working actively in a training program or for a qualified HVAC Contractor as a Journeyman prior to applying to advance to the Master level.
 7. *Gas service Certification* —Applicants shall be able to verify three years of working actively in a training program or for a qualified gas service Contractor prior to attempting to advance to the Master level. Masters shall pass an examination as required by the Town of Jackson.
 8. *Specialty Solar Panel Installer Certification* – Applicants shall have NABCEP Certification or similar Certifications approved by the Building Official.
 9. *Other Specialty Contractors Certification* - Must be able to verify that there is a minimum of three-year work history in the related field of the type of construction they will be performing.
 10. *Proprietary Certificate of Qualification* – Applicants must be either the owner or a qualified individual in the employ of the owner's business to be able to perform work requiring a permit without obtaining a Contractor's License for that trade specific to that business.

(Ord. ____ § ____, 2024; Ord. 1280 § 8, 2021; Ord. 1142 § 1, 2016; Ord. 1090 § 1, 2015; Ord. 701 § 1, 2002).

SECTION III.

All ordinances and parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION VI.

If any section, subsection, sentence, clause, phrase, or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed as a separate, distinct and independent provision and such holding shall not affect the validity of the remaining portions of the ordinance.

SECTION V.

This Ordinance shall become effective after its passage, approval, and publication.

PASSED 1ST READING THE _____ DAY OF _____, 2024.

PASSED 2ND READING THE _____ DAY OF _____, 2024.

PASSED AND APPROVED THE _____ DAY OF _____, 2024.

TOWN OF JACKSON

BY: _____

Hailey Morton Levinson, Mayor

ATTEST:

BY: _____

Riley Taylor, Town Clerk

ATTESTATION OF TOWN CLERK

STATE OF WYOMING)
) ss.

COUNTY OF TETON)

I hereby certify that the foregoing Ordinance No. was duly published in the Jackson Hole News and Guide, a newspaper of general circulation published in the Town of Jackson, Wyoming, on the _____ day of _____, 2024.

I further certify that the foregoing Ordinance was duly recorded on page _____ of Book _____ of Ordinances of the Town of Jackson, Wyoming.

Riley Taylor, Town Clerk

ORDINANCE D

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF TOWN OF JACKSON ORDINANCE NOS. 888 AND 1279; SECTION 8 OF TOWN OF JACKSON ORDINANCE NO. 1280; AND CHAPTER 15.38 OF THE TOWN OF JACKSON MUNICIPAL CODE REGARDING BUILDING DEMOLITION AND PROVIDING FOR AN EFFECTIVE DATE.

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

SECTION I.

Section 1 of Town of Jackson Ordinance No. 888 and 1279; Section 8 of Town of Jackson Ordinance No. 1280; and Chapter 15.38 of the Town of Jackson Municipal Code are hereby amended and reenacted to read as follows:

15.38.010 Permit required.

- A. It is unlawful for any person to commence demolition of any building or structure within the Town limits, whether in connection with the application for a separate building permit or other purpose without first obtaining a demolition permit from the Building Official, or their designee. Such Building Official, or designee, shall not issue any demolition permit unless the plans of and for the proposed demolition fully conform to the building regulations and the applicable codes, and versions thereof, then in effect.

15.38.012 – Application

- A. All applications for a demolition permit shall be made in writing to the Building Official, or their designee, on forms provided by the Town, which must be complete to be processed.
- B. It shall be the duty of the applicant to seek any reviews, authorizations, permits and/or approvals from state, federal, Town or Teton County authorities that may be required in addition to the permit set forth in this chapter.
- C. Each application for a demolition permit submitted shall be affirmed as being true and correct to the best of the applicant's knowledge and shall affirm that the applicant understands that information provided on and with the application may be investigated for accuracy.
- D. In addition to any other required information, the following:
1. A statement, to the best of the applicant's knowledge, of whether the building or structure is more than or less than 50 years old as of the date of the application.
 2. A narrative that provides the size and use of the structure, a summary of the history of the structure, "as built" floor plans (if available), and photographs of the structure from all sides.

15.38.013 – Financial Assurance

- A. Prior to issuance every applicant shall provide a compliance bond executed by a surety company authorized to transact business in the State of Wyoming, with the applicant as principal and the Town of Jackson as obligee, conditioned that the applicant shall abandon utilities in place and shall faithfully perform the duties to comply with this provision.

15.38.014 – Fees; Payment

- A. There shall be application fees for demolition permits authorized hereunder, and the fees for such shall be in an amount established by resolution, be paid at the time application therefor is made, and be nonrefundable.
- B. Receipt of payment does not constitute approval of a demolition permit application.

15.38.016 Definitions.

- A. For purposes of this chapter, demolition includes the act of either demolishing or removing (including removals without destruction of the component elements of the structure):
1. Fifty percent or more of the exterior walls of a building as measured continuously around the building coverage; or
 2. Fifty percent or more of the roof area as measured in plan view (defined as the view of a building from directly above which reveals the outer perimeter of building roof areas to be measured across a horizontal plane); or
 3. Any exterior wall facing a public street or right-of-way.
- (Ord. ____ § ____, 2024; Ord. 1280 § 8, 2021; Ord. 888 § 1, 2008).

15.38.020 Historic buildings.

- A. *General.* The Town Council recognizes that many areas, improvements, buildings, and structures have features with historic character or special historic or aesthetic interest or value representing architectural products of distinct periods in the history of Jackson. The Town Council also recognizes that the protection, enhancement and perpetuation of areas, improvements, buildings and structures with features having historic character or special historical or aesthetic interest or value is a public necessity and is required in the interest of the people of the Town.
- B. *Authority to enact.* Authority for enacting this chapter to protect historic integrity is provided in Wyo. Stat. Ann. § 15-1-601(d)(iv).
- C. *The Teton County Historic Preservation Board.* The Teton County Historic Preservation Board ("TCHPB") shall be an advisory board to the Town.
1. The TCHPB shall be an informational and advisory board only and shall advise owners or residents of buildings or structures on the historic nature, aspects and other historic preservation issues concerning the building or structure sought for demolition.
 2. The TCHPB may maintain a nonexclusive list of structures which are either in excess of 50 years old or are otherwise historically or architecturally significant. This list will be made publicly available and will be updated from time to time. The list updated from time to time serves as a guideline to building owners and Town of Jackson officials.
 3. The TCHPB may present to the Town Council its findings and recommendations about any development proposal or regulation which impacts any building or structure in excess of 50 years old or which are otherwise historically or architecturally significant.
- D. *Demolition permit review.*
1. Upon receipt of a demolition permit application pursuant to the International Building Code, the Planning and Building Department shall refer the demolition application to the TCHPB.
 2. The TCHPB shall review demolition applications for their impacts on historic resources. The TCHPB will make a recommendation to the Town Council within 45 calendar days from receipt of the demolition application by the TCHPB. The TCHPB will either determine that:
 - a. The building or structure is not historically significant, is not architecturally significant, and is not more than 50 years old; or
 - b. That the building or structure is historically significant, is architecturally significant, or is more than 50 years old. If the TCHPB makes one or more of these determinations, it shall recommend a stay in the issuance of a demolition permit for a period of not less than 60 days and not more than 100 days, which stay begins on the day the TCHPB makes its recommendation, and shall, be for the purposes of public comment and in order for the applicant and other interested parties to explore alternatives to demolition. The TCHPB shall

cite the historic preservation principles upon which it is relying to make its comments and recommendation regarding the impact of such demolition on historic preservation.

3. All demolition permit applicants with applications affecting historic buildings or structures may meet with the TCHPB, or a sub-committee thereof, to discuss the impacts of demolition on historic resources. A meeting will be scheduled during the initial 45-day review period upon applicant's request.
4. In the event the TCHPB does not make a recommendation to the Town Council within 45 calendar days from its receipt of the demolition application, the TCHPB will be deemed to concur with demolition, and the application shall proceed through the regular permitting process.

(Ord. ____ § ____, 2024; Ord. 1279 § 1, 2021; Ord. 888 § 1, 2008).

15.38.30 Priority of ordinances. Repealed.

(Ord. ____ § ____, 2024; Ord. 888 § 1, 2008).

15.38.40 Penalty. Repealed.

(Ord. ____ § ____, 2024; Ord. 888 § 1, 2008).

SECTION III.

All ordinances and parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION VI.

If any section, subsection, sentence, clause, phrase, or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed as a separate, distinct and independent provision and such holding shall not affect the validity of the remaining portions of the ordinance.

SECTION V.

This Ordinance shall become effective after its passage, approval, and publication.

PASSED 1ST READING THE ____ DAY OF _____, 2024.

PASSED 2ND READING THE ____ DAY OF _____, 2024.

PASSED AND APPROVED THE ____ DAY OF _____, 2024.

TOWN OF JACKSON

BY: _____

Hailey Morton Levinson, Mayor

ATTEST:

BY: _____

Riley Taylor, Town Clerk

ATTESTATION OF TOWN CLERK

STATE OF WYOMING)
) ss.
COUNTY OF TETON)

I hereby certify that the foregoing Ordinance No. was duly published in the Jackson Hole News and Guide, a newspaper of general circulation published in the Town of Jackson, Wyoming, on the _____day of _____, 2024.

I further certify that the foregoing Ordinance was duly recorded on page _____ of Book _____ of Ordinances of the Town of Jackson, Wyoming.

Riley Taylor, Town Clerk

ORDINANCE E

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF TOWN OF JACKSON ORDINANCE NO. 843; AND SECTION 15.50.010 OF THE TOWN OF JACKSON MUNICIPAL CODE REGARDING ENFORCEMENT OF TITLE 15 AND PROVIDING FOR AN EFFECTIVE DATE.

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

SECTION I.

Section 1 of Town of Jackson Ordinance No. 843; and Section 15.50.010 of the Town of Jackson Municipal Code are hereby amended and reenacted to read as follows:

15.50.010 General.

Building Officials and Building Inspectors of the Planning Department, appointed as Special Municipal Officers by the Town of Jackson, have specific authority to issue citations for violations of the provisions of this entire Title as set forth by Wyo. Stat. Ann. § 7-2-103(e) and Wyo. Stat. Ann. § 15-1-103(a)(I).

(Ord. ____ § ___, 2024; Ord. 843 § 1, 2007).

SECTION III.

All ordinances and parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION VI.

If any section, subsection, sentence, clause, phrase, or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed as a separate, distinct and independent provision and such holding shall not affect the validity of the remaining portions of the ordinance.

SECTION V.

This Ordinance shall become effective after its passage, approval, and publication.

PASSED 1ST READING THE ____ DAY OF _____, 2024.

PASSED 2ND READING THE ____ DAY OF _____, 2024.

PASSED AND APPROVED THE ____ DAY OF _____, 2024.

TOWN OF JACKSON

BY: _____
Hailey Morton Levinson, Mayor

ATTEST:

BY: _____
Riley Taylor, Town Clerk

ATTESTATION OF TOWN CLERK

STATE OF WYOMING)
) ss.
COUNTY OF TETON)

I hereby certify that the foregoing Ordinance No. was duly published in the Jackson Hole News and Guide, a newspaper of general circulation published in the Town of Jackson, Wyoming, on the _____ day of _____, 2024.

I further certify that the foregoing Ordinance was duly recorded on page _____ of Book _____ of Ordinances of the Town of Jackson, Wyoming.

Riley Taylor, Town Clerk

ORDINANCE F

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF ORDINANCE NO. 1281; AND CHAPTER 5.04.022 OF THE MUNICIPAL CODE OF THE TOWN OF JACKSON REGARDING LICENSING CONSTRUCTION CONTRACTORS AND PROVIDING FOR AN EFFECTIVE DATE.

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

SECTION I.

An ordinance amending and reenacting section 1 of Ordinance No. 1281; and Chapter 5.04.022 of the Municipal Code of the Town of Jackson regarding licensing construction contractors and providing for an effective date to read as follows:

5.04.022 - Coordination of contractor licensing.

- A. Pursuant to Municipal Code § 15.36.031, contractors as set out in Chapter 15.36 of this Code, shall be licensed in accordance with Chapter 15.36 and licenses issued thereunder shall serve as the business license required by Title 5 of this Code.

(Ord. _____ § 1, 2024; Ord. 1281 § 1, 2021).

SECTION II.

All ordinances and parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION III.

If any section, subsection, sentence, clause, phrase, or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed as a separate, distinct and independent provision and such holding shall not affect the validity of the remaining portions of the ordinance.

SECTION V.

This Ordinance shall become effective after its passage, approval and publication.

PASSED 1ST READING THE ____ DAY OF ____, 2024.

PASSED 2ND READING THE ____ DAY OF ____, 2024.

PASSED AND APPROVED THE ____ DAY OF ____, 2024.

TOWN OF JACKSON

BY: _____
Hailey Morton Levinson, Mayor

ATTEST:

BY: _____
Riley Taylor, Town Clerk

ATTESTATION OF TOWN CLERK

STATE OF WYOMING)
) ss.
COUNTY OF TETON)

I hereby certify that the foregoing Ordinance _____ was duly published in the Jackson Hole News and Guide, a newspaper of general circulation published in the Town of Jackson, Wyoming, on the ____ day of ____, 2024. I further certify that the foregoing Ordinance was duly recorded on page ____ of Book ____ of Ordinances of the Town of Jackson, Wyoming.

Riley Taylor, Town Clerk

TITLE 15
BUILDINGS AND CONSTRUCTION

...

Chapter 15.30 FLOOD DAMAGE PREVENTION

15.30.010 Findings of fact.

- A. The Flood hazard areas of the Town are subject to periodic inundation which results in threats to loss of life and property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for Flood protection and relief, and impairment of the tax base, all of which adversely affect the public health, safety, and general welfare.
- B. These Flood losses are caused by the cumulative effect of obstructions in areas of special Flood hazards which increase Flood heights and velocities, and when inadequately anchored, damage uses in other areas. Uses that are inadequately floodproofed, elevated or otherwise protected from damage also contribute to the Flood loss.

15.30.020 Statement of purpose.

The purpose of this chapter is to comply with the National Flood Insurance Program and promote the public health, safety, and general welfare, and to minimize public and private losses due to Flood conditions in specific areas by provisions designed to accomplish the following:

- A. Protect human life and health;
- B. Minimize expenditure of public money for costly Flood control projects;
- C. Minimize the need for rescue and relief efforts associated with Flooding and generally undertaken at the expense of the general public;
- D. Minimize prolonged business interruptions;
- E. Minimize damage to public facilities and utilities such as water and gas mains, electric, telephone and sewer lines, streets and bridges located in areas of special Flood hazard;
- F. Help maintain a stable tax base by providing for the sound use and Development of areas of special Flood hazard so as to minimize future Flood blight areas;
- G. Ensure that potential buyers are notified that property is in an Area of Special Flood Hazard; and
- H. Ensure that those who occupy the Areas of Special Flood Hazards assume responsibility for their actions.

15.30.030 Methods of reducing Flood losses.

In order to accomplish the purposes of this chapter, methods and provisions for accomplishing the following shall be adopted:

- A. Restricting or prohibiting uses which are dangerous to health, safety and property due to water or erosion hazards, or which result in damaging increases in erosion or in Flood heights or velocities;
- B. Requiring that uses vulnerable to Floods, including facilities which serve such uses, be protected against Flood damage at the time of initial construction;
- C. Controlling the alteration of natural Floodplains, stream channels, and natural protective barriers, which help accommodate or channel floodwaters;
- D. Controlling filling, grading, dredging and other Development which may increase Flood damage; and
- E. Preventing or regulating the construction of Flood barriers which will unnaturally divert floodwaters or which may increase Flood hazards in other areas.

15.30.040 Definitions.

- A. Unless specifically defined below, words or phrases used in this chapter shall be interpreted so as to give them the meaning they have in common use and to give this chapter its most reasonable application.
 - 1. *Alluvial Fan Flooding* means Flooding occurring on the surface of an alluvial fan or similar landform, which originates at the Apex and is characterized by high-velocity flows; active processes of erosion, sediment transport, and deposition; and unpredictable flow paths.
 - 2. *Apex* means a point on an alluvial fan or similar landform below which the flow path of the major stream that formed the fan becomes unpredictable and Alluvial Fan Flooding can occur.
 - 3. *Appeal* means a request for a review of the Floodplain Administrator's interpretation of any provisions of this chapter or a request for a Variance.
 - 4. *Area of Shallow Flooding* means a designated AO, AH or VO zone on a community's Flood Insurance Rate Map (FIRM) with a one percent chance or greater annual chance of Flooding to an average depth of one to three feet where a clearly defined channel does not exist, where the path of Flooding is unpredictable and where velocity follow may be evident. Such Flooding is characterized by ponding or sheet flow.
 - 5. *Area of Special Flood Hazard* means the land in the Floodplain within a community subject to a one percent or greater chance of Flooding in any given year.
 - 6. *Base Flood* means the Flood having a one percent chance of being equaled or exceeded in any given year.
 - 7. *Basement* means the lowest level of a building which must be located with the floor above the 100-year Flood elevation. This does not include areas used exclusively for parking of vehicles, limited storage or building access which meet the FEMA requirements as contained in 44 CFR 60.3.
 - 8. *Critical Feature* means an integral and readily identifiable part of a Flood Protection System, without which the Flood protection provided by the entire system would be compromised.
 - 9. *Development* means any manmade change to improved or unimproved real estate, including, but not limited to buildings or other Structures, mining, dredging, filling, grading, paving, excavation or drilling operations, or storage of equipment or materials.

10. *Elevated Building* means a nonbasement building (i) built, in the case of a building in Zones A1-30, AE, A, A99, AO, AH, B, C, X, and D, to have the top of the elevated floor, or in the case of a building in Zones V-30, VE, or V, to have the bottom of the lowest horizontal Structure member of the elevated floor elevated above the ground level by means of pilings, columns (posts and piers), or shear walls parallel to the floor of the water and (ii) adequately anchored so as not to impair the structural integrity of the building during a Flood of up to the magnitude of the Base Flood. In the case of Zones A1-30, AE, A, A99, AO, Ah, B, C, X, and D, "Elevated Building" also includes a building elevated by means of fill or solid foundation perimeter walls with openings, sufficient to facilitate the unimpeded movement of Flood waters. In the case of Zones V1-30, VE, or V, "Elevated Building" also includes a building otherwise meeting the definition of "Elevated Building" even though the lower area is enclosed by means of breakaway walls if the breakaway walls met the standards of Section 60.3(e)(5) of the National Flood Insurance Program regulations.
11. *Existing Construction* means for the purposes of determining rates, Structures for which the "start of Construction" commenced before the effective date of the FIRM or before January 1, 1975, for FIRMs effective before that date. "Existing Construction" may also be referred to as "existing structures."
12. *Existing Manufactured Home Park or Subdivision* means a Manufactured Home Park or Subdivision for which the construction of facilities for servicing the lots on which the Manufactured Homes are to be affixed (including, at a minimum, the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) is completed before the effective date of the Floodplain Management Regulations adopted by a community.
13. *Expansion to an Existing Manufactured Home Park or Subdivision* means the preparation of additional sites by the construction of facilities for servicing the lots on which the Manufactured Homes are to be affixed (including the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads).
14. *Flood or Flooding* means a general and temporary condition of partial or complete inundation of normally dry land areas from: (1) the overflow of inland or tidal waters, or (2) the unusual and rapid accumulation or runoff of surface waters from any source.
15. *Flood Insurance Rate Map (FIRM)* means the official map on which the Federal Emergency Management Agency has delineated both the areas of special Flood hazards and the risk premium zones applicable to the community.
16. *Flood Insurance Study* means the official report provided by the Federal Emergency Management Agency that includes flood profiles, the Flood Boundary-Floodway Map and the water surface elevation of the base flood.
17. *Floodplain or Flood-Prone Area* means any land area susceptible to being inundated by water from any source (see definition of Flooding).
18. *Floodplain Management* means the operation of an overall program of corrective and preventive measures for reducing Flood damage, including, but not limited to emergency preparedness plans, Flood control works and Floodplain Management Regulations.
19. *Floodplain Management Regulations* means zoning ordinances, Subdivision regulations, building codes, health regulations, special purpose ordinances (such as a Floodplain ordinance, grading ordinance and erosion control ordinance) and other applications of police power. The

term describes such state or local regulations, in any combination thereof, which provide standards for the purpose of Flood damage prevention and reduction.

20. *Flood Protection System* means those physical structural works for which funds have been authorized, appropriated, and expended and which have been constructed specifically to modify Flooding in order to reduce the extent of the areas within a community subject to a "special Flood hazard" and the extent of the depths of associated Flooding. Such a system typically includes hurricane tidal barriers, dams, reservoirs, Levees or dikes. These specialized Flood modifying works are those constructed in conformance with sound engineering standards.

21. *Floodproofing* means any combination of structural and nonstructural additions, changes, or adjustments to Structures, which reduce or eliminate Flood damage to real estate or improved real property, water and sanitary facilities, Structures and their contents.

22. *Floodway (Regulatory Floodway)* means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the Base Flood without cumulatively increasing the Water Surface Elevation more than one-foot above Base Flood elevation.

23. *Functionally Dependent Use* means a use which cannot perform its intended purpose unless it is located or carried out in close proximity to water. The term includes only docking facilities, port facilities that are necessary for the loading and unloading of cargo passengers, and ship building and ship repair facilities, but does not include long-term storage or related manufacturing facilities.

24. *Highest Adjacent Grade* means the highest natural elevation of the ground surface prior to construction next to the proposed walls of a Structure.

25. *Historic Structure* means any Structure that is:

- a. Listed individually in the National Register of Historic Places (a listing maintained by The Department of Interior) or preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing on the National Register;
- b. Certified or preliminarily determined by the Secretary of the Interior as contributing to the historical significance of a registered historic district or a district preliminarily determined by the Secretary to qualify as a registered historic district;
- c. Individually listed on a state inventory of historic places in states with historic preservation programs which have been approved by the Secretary of Interior; or
- d. Individually listed on a local inventory or historic places in communities with historic preservation programs that have been certified either:
 - i. By an approved state program as determined by the Secretary of the Interior or;
 - ii. Directly by the Secretary of the Interior in states without approved programs.

26. *Levee* means a man-made Structure, usually an earthen embankment, designed and constructed in accordance with sound engineering practices to contain, control, or divert the flow of water so as to provide protection from temporary Flooding.

27. *Levee System* means a Flood Protection System which consists of a Levee, or Levees, and associated Structures, such as closure and drainage devices, which are constructed and operated in accordance with sound engineering practices.

~~8-28.~~ 9-28. *Lowest Floor* means the Lowest Floor of the lowest enclosed area (including Basement). An unfinished or flood-resistant enclosure, usable solely for parking of vehicles, building access or storage, in an area other than a Basement area, is not considered a building's Lowest Floor; provided that such enclosure is not built so as to render the Structure in Violation of the applicable nonelevation design requirements of this chapter.

~~9-29.~~ 9-29. *Manufactured Home* means a Structure transportable in one or more sections, which is built on a permanent chassis and is designed for use with or without a permanent foundation when connected to the required utilities. The term "Manufactured Home" does not include a "Recreational Vehicle".

~~10-30.~~ 11-31. *Manufactured Home Park or Subdivision* means a parcel (or contiguous parcels) of land divided into two or more Manufactured Home lots for rent or sale.

~~11-31.~~ 12-32. *"Mean Sea Level"* means, for purposes of the National Flood Insurance Program, the North American Vertical Datum (NAVD) of 1988 or other datum, to which Base Flood elevations shown on a community's Flood Insurance Rate Map are referenced.

~~12-32.~~ 13-33. *New Construction* means Structures for which the "Start of Construction" commenced on or after the effective date of this chapter and includes any subsequent improvements to such Structures.

~~13-33.~~ 14-34. *New Manufactured Home Park or Subdivision* means a Manufactured Home Park or Subdivision for which the construction of facilities for servicing the lots on which the Manufactured Homes are to be affixed (including at a minimum, the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) is completed on or after the effective date of Floodplain Management Regulations adopted by a community.

~~14-34.~~ 15-35. *Recreational Vehicle* means a vehicle which is:

- a. Built on a single chassis;
- b. Four hundred square feet or less when measured at the largest horizontal projections;
- c. Designed to be self-propelled or permanently towable by a light duty truck; and
- d. Designed primarily not for use as a permanent dwelling but as temporary living quarters for recreational, camping, travel, or seasonal use.

~~15-35.~~ 16-36. *Start of Construction* means the date a building permit is issued, provided the actual Start of Construction, Substantial Improvement, repair, reconstruction, placement or other improvement is within 180 days of the permit date. The actual start means the first placement of permanent construction of a Structure on a site, such as the pouring of slab or footings, the installation of piles, the construction of columns or any work beyond the stage of excavation or the placement of a Manufactured Home on a foundation. Permanent construction does not include land preparation, such as clearing, grading and filling; nor does it include the installation of streets or walkways; nor does it include excavation for a Basement, footings, piers or foundations or the erection of temporary forms; nor does it include the installation on the property of accessory buildings, such as garages or sheds not occupied as dwelling units or not part of the main Structure.

~~16-36.~~ 17-37. *Structure* means a walled and roofed building or Manufactured Home that is principally above ground.

~~17-37.~~ *Substantial Damage* means damage of any origin sustained by a Structure whereby the cost of restoring the Structure to its before damaged condition would equal or exceed 50 percent of the market value of the Structure before the damage occurred.

~~18-38.~~ *Substantial Improvement* means any repair, reconstruction or improvement of a Structure, the cost of which equals or exceeds 50 percent of the market value of the Structure either: (1) before the improvement or repair is started, or (2) if the Structure has been damaged and is being restored. For the purpose of this definition, Substantial Improvement is considered to occur when the first alteration of any wall, ceiling, floor or other structural part of the building commences, whether or not that alteration affects the external dimensions of the Structure. The term does not, however, include either: (1) any project for improvement of a Structure to comply with existing state or local health, sanitary or safety code specifications which are solely necessary to assure safe living conditions, or (2) any alteration of a Structure listed on the National Register of Historic Places or a State Inventory of Historic Places.

~~19-39.~~ *Variance* means a grant of relief from the requirements of this chapter which permits construction in a manner that would otherwise be prohibited by this chapter.

~~20-40.~~ *Violation* means the failure of a Structure or other Development to be fully compliant with the community's Floodplain Management Regulations. A Structure or other Development without the elevation certificate, other certifications, or other evidence of compliance required in Section 60.3(b)(5), (c)(4), (c)(10), (d)(3), (e)(2), (e)(4), or (e)(5) is presumed to be in Violation until such time as that documentation is provided.

~~21-41.~~ *Water Surface Elevation* means the height, in relation to the North American Vertical Datum (NAVD) of 1988 (or other datum, where specified), of Floods of various magnitudes and frequencies in the Floodplains of coastal or riverine areas.

(Ord. _____, § _____, 2024; Ord. 1091 § 1, 2015).

15.30.050 Land to which this chapter applies.

This chapter shall apply to all areas of special Flood hazards within the jurisdiction of the Town.

15.30.060 Basis for establishing the Areas of Special Flood Hazard.

The Areas of Special Flood Hazard identified by the Federal Emergency Management Agency in a scientific and engineering report entitled The Flood Insurance Study for Teton County and Incorporated Areas, dated September 16, 2015, with an accompanying Flood Insurance Rate Map (FIRM) are hereby adopted and declared to be a part of this chapter. The Flood Insurance Study and FIRM are on file ~~at the office of with~~ the Town of Jackson ~~Planning and Building Office, 150 East Pearl Avenue, Jackson, Wyoming.~~

(Ord. 1091 § 1, 2015; Ord. 970 § 1, 2010).

15.30.070 Compliance.

No Structure or land shall hereafter be constructed, located, extended, converted or altered without full compliance with the terms of this chapter and other applicable regulations.

15.30.080 Abrogation and greater restrictions.

This chapter is not intended to repeal, abrogate, or impair any existing easements, covenants or deed restrictions. Where this chapter and another ordinance, easement, covenant or deed restriction conflict or overlap, whichever imposes the more stringent restrictions shall prevail.

15.30.090 Interpretation.

In the interpretation and application of this chapter all provisions shall be:

- A. Considered as minimum requirements;
- B. Liberally construed in favor of the governing body; and
- C. Deemed neither to limit nor repeal any other powers granted under Wyoming State Statutes.

15.30.100 Warning and disclaimer of liability.

The degree of Flood protection required by this chapter is considered reasonable for regulatory purposes and is based on scientific and engineering considerations. Larger Floods can and will occur on rare occasions. Flood heights may be increased by manmade or natural causes. This chapter does not imply that land outside the Areas of Special Flood Hazard or uses permitted within such areas will be free from Flooding or Flood damages. This chapter shall not create liability on the part of the Town of Jackson, any officer or employee thereof, or the Federal Emergency Management Agency for any Flood damages that result from reliance on this chapter or any administrative decision lawfully made thereunder.

15.30.110 Establishment of Development permit.

- A. A Flood Plain Development permit or a building permit shall be obtained before construction or Development begins within any Area of Special Flood Hazard established in Section 15.30.060.
- B. Application for a Development permit or a building permit shall be made on forms furnished by the Town ~~Manager~~Administrator or ~~theirs~~ designee and may include, but not be limited to: plans in digital form~~-duplicate~~ drawn to scale showing the nature, location, dimensions and elevations of the area in question; existing or proposed Structures, fill, storage of materials, drainage facilities; and the location of the foregoing. Specifically, the following information is required:
 - 1. Elevation in relation to mean sea level of the Lowest Floor (including Basement) of all Structures;
 - 2. Elevation in relation to mean sea level to which any Structure has been Floodproofed;
 - 3. Certification by a registered professional engineer or architect that the Floodproofing methods for any nonresidential Structure meet the Floodproofing criteria in Section 15.30.160B of this chapter; and
 - 4. Description of the extent to which any watercourse will be altered or relocated as a result of proposed Development.

15.30.120 Designation of the Administrator.

The Town ~~Manager~~Administrator, or their designee, is appointed to administer and implement this chapter by granting or denying Development permit applications in accordance with its provisions.

15.30.130 Duties and responsibilities of the Town ~~Manager~~Administrator.

Duties of the Town ~~Manager~~Administrator or ~~their~~his/her designee shall include, but not be limited to the following:

A. *Development review.*

1. Review all ~~Development~~ Flood Plain Development or a building permit applications to determine that the permit requirements of this chapter have been satisfied.
2. Review all ~~Development~~ Flood Plain Development or a building -permit applications to determine that all necessary permits have been obtained from federal, state or local governmental agencies from which prior approval is required.
3. Review all Flood Plain Development or a building ~~Development~~ permit applications to determine if the proposed Development is located in the Floodway. If located in the Floodway, assure that the encroachment provisions of Section 15.30.170A are met.
4. Review all Flood Plain Development or a building ~~Development~~ permit applications to determine whether proposed building site, including the placement of Manufactured Homes, will be reasonably safe from Flooding.

B. *Use of other Base Flood data.* When Base Flood elevation data has not been provided in accordance with Section 15.30.060 of this chapter, the Town ~~Manager~~Administrator, or their designee, shall obtain, review, and reasonably use any Base Flood elevation and Floodway data available from any federal, state, or other source as criteria for requiring that New Construction, Substantial Improvements, ~~or~~and other Development in Zone A are administered in accordance with Section 15.30.160 of this chapter.

C. *Information to be obtained and maintained.*

1. Obtain and record the actual elevation (in relation to mean sea level) of the Lowest Floor (including Basement) of all new or substantially improved Structures, and whether or not the Structure contains a Basement.
2. For all new or substantially improved Floodproofed Structures:
 - a. Verify and record the actual elevation (in relation to mean sea level) to which the Structure has been Floodproofed:
 - b. Maintain the Floodproofing certifications required in Section 15.30.110B3 of this chapter.
3. Maintain for public inspection all records pertaining to the provisions of this chapter.

D. *Alteration of watercourses.*

1. Notify adjacent communities and the Wyoming Office of Homeland Security prior to any alteration or relocation of a watercourse and submit evidence of such notification to the Federal Emergency Management Agency.
2. Require that maintenance is provided within the altered or relocated portion of said watercourse so that Flood-carrying capacity is not diminished.

E. *Interpretation of FIRM boundaries.* Make interpretations, where needed, as to the exact location of the boundaries of the areas of special Flood hazards (for example, where there appears to be

a conflict between a mapped boundary and actual field conditions). The person contesting the location of the boundary shall be given a reasonable opportunity to Appeal the interpretation as provided in Section 15.30.140 of this chapter.

- F. When a Regulatory Floodway has not been designated, the ~~Town Manager~~administrator or ~~their~~his/her designee must require that no New Construction, Substantial Improvements, or other Development (including fill) shall be permitted within Zones A1-30 and AE on the community's FIRM, unless it is demonstrated that the cumulative effect of the proposed Development, when combined with all other existing and anticipated Development, will not increase the Water Surface Elevation of the Base Flood more than one-foot at any point within the community.

(Ord. _____, § _____, 2024; Ord. 1091 § 1, 2015; Ord. 830 § 2, 2006; Ord. 392 § 1, 1989).

15.30.140 Variance procedure.

A. *Appeal board.*

1. The Town Board of Adjustment, as established by the Town, shall hear and decide Appeals and requests for Variances from the requirements of this chapter.
2. The Board of Adjustment shall hear and decide Appeals when it is alleged there is an error in any requirement, decision, or determination made by the Town ~~Manager~~Administrator or ~~their~~s designee in the enforcement or administration of this chapter.
3. Those aggrieved by the decision of the Board of Adjustment ~~or any taxpayer~~, may Appeal such decisions to the Ninth Judicial District Court as provided by Wyoming Statutes.
4. In passing upon such applications, the Board of Adjustment shall consider all technical evaluations, all relevant factors, standards specified in other sections of this chapter, and:
 - a. The danger that materials may be swept onto other lands to the injury of others;
 - b. The danger to life and property due to Flooding or erosion damage;
 - c. The susceptibility of the proposed facility and its contents to Flood damage and the effect of such damage on the individual owners;
 - d. The importance of the services provided by the proposed facility to the community;
 - e. The necessity to the facility of a waterfront location, where applicable;
 - f. The availability of alternative locations for the proposed use which are not subject to Flooding or erosion damage;
 - g. The compatibility of the proposed use with the existing and anticipated Development;
 - h. The relationship of the proposed use to the Comprehensive Plan and Flood damage prevention for that area;
 - i. The safety of access to the property in times of Flood for ordinary and emergency vehicles;
 - j. The expected heights, velocity, duration, rate of rise and sediment transport of the floodwaters and the effects of wave action, if applicable, expected at the site; and

- k. The costs of providing governmental services during and after Flood conditions, including maintenance and repair of public utilities and facilities such as sewer, gas, electrical, and water systems, streets and bridges.
5. Upon consideration of the factors of subdivision 4 of this subsection, and the purposes of this chapter, the Board of Adjustment may attach such conditions to the granting of Variances as it deems necessary to further the purposes of this chapter.
6. The Town ~~Manager, Administrator~~ or ~~theirs~~ designee, shall maintain the records of all Appeal actions, including technical information, and report any Variances to the Federal Emergency Management Agency.

B. *Conditions for Variances.*

1. Generally, Variances may be issued for ~~an~~New ~~e~~Construction and Substantial ~~I~~Improvements to be erected on a lot of one-half acre or less in size contiguous to ~~a~~ and surrounded by lots with existing Structures constructed below the base level, providing paragraphs a through k of subdivision 4 of subsection A of this section have been fully considered. As the lot size increases beyond the one-half acre, the technical justifications required for issuing the Variance increases.
2. Variances may be issued for the reconstruction, rehabilitation or restoration of Structures listed on the National Register of Historic Places or the State Inventory of Historic Places without regard to the procedures set forth in the rest of this section.
3. Variances shall not be issued within any designated Floodway if any increase in Flood levels during the Base Flood discharge would result.
4. Variances shall only be issued upon a determination that the Variance is the minimum necessary, considering the Flood hazard, to afford relief.
5. Variances shall only be issued upon the following:
 - a. A showing of good and sufficient cause;
 - b. A determination that failure to grant the Variance would result in exceptional hardship to the applicant; and
 - c. A determination that the granting of a Variance will not result in increased Flood heights, additional threats to public safety, extraordinary public expense, create nuisances, cause fraud on or victimization of the public as identified in subdivision 4 of subsection A of this section or conflict with existing local laws or ordinances.
6. Any applicant to whom a Variance is granted shall be given written notice that the Structure will be permitted to be built with a Lowest Floor below the Base Flood elevation and that the cost of Flood insurance will be commensurate with the increased risk from the reduced Lowest Floor elevation.
7. Variances may be issued for the repair or rehabilitation of Historic Structures upon a determination that the proposed repair or rehabilitation will not preclude the Structure's continued designation as a Historic Structure and the Variance is the minimum necessary to preserve the historic character and design of the Structure.
8. Variances may be issued by a community for New Construction and Substantial Improvements and for other Development necessary for the conduct of a Functionally Dependent Use provided that:

- a. The criteria outlined in Section 15.30.140 are met, and
- b. The Structure or other Development is protected by methods that minimize Flood damages during the Base Flood and create no additional threats to public safety.

15.30.150 Provisions for Flood hazard reduction.

A. General standards.

1. In all areas of special Flood hazards, the standards set out in this section are required:

B. Anchoring.

1. All New Construction and Substantial Improvements shall be adequately anchored to prevent flotation, collapse, or lateral movement of the Structure and capable of resisting the hydrostatic and hydrodynamic loads, including the effects of buoyancy as projected by a Wyoming registered engineer.
2. All Manufactured Homes must be elevated and adequately anchored to resist flotation, collapse, or lateral movement and be capable of resisting the hydrostatic and hydrodynamic loads. Methods of anchoring may include, but are not limited to, use of over-the-top or frame ties to ground anchors. This requirement is in addition to applicable state and local anchoring requirements for resisting wind forces. Specific requirements may be:
 - a. Over-the-top ties be provided at each of the four corners of the Manufactured Home, with two additional ties per side at intermediate locations, with Manufactured Homes less than 50 feet long requiring one additional tie per side;
 - b. Frame ties be provided at each corner of the home with five additional ties per side at intermediate points, with Manufactured Homes less than 50 feet long requiring four additional ties per side;
 - c. All components of the anchoring system be capable of carrying a force of 4,800 pounds; and
 - d. Any additions to the Manufactured Home must be similarly anchored.

C. Construction materials and methods.

1. All New Construction and Substantial Improvements shall be constructed with materials and utility equipment resistant to Flood damage.
2. All New Construction and Substantial Improvements shall be constructed using methods and practices that minimize Flood damage.
3. All New Construction and Substantial Improvements shall be constructed with electrical, heating, ventilation, plumbing and air conditioning equipment and other service facilities that are designed or located so as to prevent water from entering or accumulating within the components during conditions of Flooding.

D. Utilities.

1. All new and replacement water supply systems shall be designed to minimize or eliminate infiltration of floodwaters into the system;

2. New and replacement sanitary sewage systems shall be designed to minimize or eliminate infiltration of floodwaters into the systems and discharge from the systems into floodwaters; and
3. On-site waste disposal systems shall be located to avoid impairment to them or contamination from them during Flooding.

E. *Subdivision proposals.*

1. All Subdivision proposals shall be consistent with the need to minimize Flood damage;
2. All Subdivision proposals shall have public utilities and facilities such as sewer, gas, electrical and water systems located and constructed to minimize Flood damage;
3. All Subdivision proposals shall have adequate drainage provided to reduce exposure to Flood damage; and
4. Base Flood elevation data shall be provided for Subdivision proposals and other proposed Development which contain at least 50 lots or five acres, (whichever is less).

15.30.160 Specific standards.

In all areas of special Flood hazards where Base Flood elevation data has been provided as set forth in Section 15.30.060, or Section 15.30.130B, the following provisions are required:

A. *Residential construction.*

1. New Construction and Substantial Improvement of any residential Structure shall have the Lowest Floor (including Basement) elevated one foot above the Base Flood elevation.

B. *Nonresidential construction.* New Construction and Substantial Improvement of any commercial, industrial, or other nonresidential Structure shall either have the Lowest Floor (including Basement) elevated one foot above the level of the Base Flood elevation or, together with attendant utility and sanitary facilities, shall:

1. Be Floodproofed so that below the Base Flood elevation the Structure is watertight with walls substantially impermeable to the passage of water;
2. Have structural components capable of resisting hydrostatic and hydrodynamic loads and effects of buoyancy; and
3. Be certified by a registered professional engineer or architect that the design and methods of construction are in accordance with accepted standards of practice for meeting the provisions of this paragraph. Such certifications shall be provided to the official as set forth in Section 15.30.130C2.

C. *Manufactured Homes.*

1. Manufactured Homes shall be anchored in accordance with Section 15.30.150B2.
2. All new Manufactured Homes or those to be substantially improved shall be elevated on a permanent foundation such that the Lowest Floor of the Manufactured Home is one-foot above the Base Flood elevation and is securely anchored to an adequately anchored foundation system.

D. *Enclosures.* New Construction and Substantial Improvements, with fully enclosed areas below the Lowest Floor that are usable solely for parking of vehicles, building access or storage in an

area other than a Basement and which are subject to Flooding shall be designed to automatically equalize hydrostatic Flood forces on exterior walls by allowing for the entry and exit of floodwaters. Designs for meeting this requirement must either be certified by a registered professional engineer or architect or meet or exceed the following minimum criteria:

1. A minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to Flooding shall be provided.
 2. The bottom of all openings shall be no higher than one-foot above grade.
 3. Openings may be equipped with screens, louvers, valves, or other coverings or devices provided that they permit the automatic entry and exit of floodwaters.
- E. *Recreational Vehicles.* Require that Recreational Vehicles placed on sites within Zones A1-30, AH, and AE on the community's FIRM either:
1. Be on the site for fewer than 180 consecutive days,
 2. Be fully licensed and ready for highway use, or
 3. Meet the permit requirements of this Section 15.30.160~~Article 4, Section C(1)~~, and the elevation and anchoring requirements for "Manufactured Homes" in paragraph (4) of this section. A Recreational Vehicle is ready for highway use if it is on its wheels or jacking system, is attached to the site only by quick disconnect type utilities and security devices, and has no permanently attached additions.
- F. *Standards for below grade crawlspaces in special Flood hazard areas.* The interior grade of a below grade crawlspace may be constructed below an elevation equal to the Base Flood elevation plus one foot provided:
1. That the interior grade of the crawlspace is no lower than two feet below the lowest adjacent exterior grade.
 2. The height of the crawlspace measured from the interior grade of the crawlspace to the top of the crawlspace foundation wall must not exceed four feet at any point.
 3. There must be an adequate drainage system that removes floodwaters from the interior of the crawlspace.
 4. That the building must be designed and adequately anchored to resist flotation, collapse and lateral movement of the Structure resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy.
 5. That the portions of the building below the Base Flood elevation (BFE) must be constructed with materials resistant to Flood damage.
 6. Those portions of the building below the BFE must be constructed by methods and practices that minimize Flood damages.
 7. That electrical, heating, ventilation, plumbing and air conditioning equipment, and other service facilities constructed are designed and/or located so as to prevent water from entering or accumulating within the components during conditions of Flooding.
 8. That the areas below the Lowest Floor that are subject to Flooding shall be designed to automatically equalize hydrostatic Flood forces on exterior walls by allowing for the entry and exit of floodwaters.

15.30.170 Floodways.

Located within areas of special Flood hazard established in Section 15.30.060 are areas designated as Floodways. Since the Floodway is an extremely hazardous area due to the velocity of floodwaters which carry debris, potential projectiles and erosion potential, the following provisions apply:

- A. Prohibit encroachments, including fill, New Construction, Substantial Improvements and other Development within the adopted Regulatory Floodway unless it has been demonstrated through hydrologic and hydraulic analyses performed in accordance with standard engineering practice that the proposed encroachment would not result in any increase in Flood levels within the community during the occurrence of the Base Flood discharge.
- B. If subsection A of this section is satisfied, all New Construction and Substantial Improvements shall comply with all applicable Flood hazard reduction provisions of Section 15.30.150.

(Ord. 830 § 2, 2006; Ord. 686 § 1, 2001; Ord. 393 § 1, 1989; Ord. 392 § 1, 1989).

Chapter 15.32 MUNICIPAL CAPITAL CONSTRUCTION PROJECTS (REPEALED)

15.32.010 Definitions. (repealed)

~~For the purposes of this chapter, the following terms, phrases, words, and their derivations shall have the meanings given herein. When not inconsistent with the context, words used in the present tense include the future, words in the plural number include the singular number, and words in the singular number include the plural number. The word "shall" is always mandatory and not merely directory.~~

- ~~1. A. Major Municipal Capital Improvement Project is any capital project which is in whole or part funded by the Town and the total cost of which is estimated to exceed \$100,000.00 (the threshold currently set forth in Wyo. Stat. Ann. § 9-2-1031(b)).~~
- ~~2. B. Design Consultant shall mean an individual or firm engaged in the practice of architecture or landscape architecture pursuant to Wyo. Stat. Ann. §§ 33-4-101 through 33-4-115 or engaged in the practice of engineering or land surveying pursuant to Wyo. Stat. Ann. §§ 33-29-114 through 33-29-139.~~

15.32.020 Standard design process. (repealed)

~~There shall be a standard design process utilized by the Town for all Major Municipal Capital Improvement Projects. This process shall be set forth in and adopted by resolution of the Town Council. Said process may be amended by further resolution adopted by the Town Council. Other municipal capital improvement projects not meeting the threshold set forth in subsection 15.32.010A of this chapter are not required to utilize the standard design process but may do so if the project is deemed to be of high visibility or sensitivity to the community. Should a Major Municipal Capital Improvement Project be subject to a conditional use permit approval process, said process shall substitute for the required standard design process.~~

~~(Res. 99-06).~~

15.32.030 Design consultant selection process. (repealed)

~~For all Major Municipal Capital Improvement Projects and for those other municipal capital improvement projects for which the estimated Design Consultant fee is in excess of \$25,000.00 (the threshold currently set forth in Wyo. Stat. Ann. § 9-2-1031(b)) for which the Town elects to utilize a Design Consultant, the Town shall also utilize a formal Design Consultant selection process. Said process shall at a minimum comport with the State of Wyoming 'Professional Architectural, Engineering and Land Surveying Services Procurement Act' (Wyo. Stat. Ann. §§ 9-2-1027 through 9-2-1033). The process utilized by the Town shall be set forth in and adopted by resolution of the Town Council. Said process may be amended by further resolution adopted by the Town Council. Other municipal capital improvement projects not meeting the thresholds set forth in Wyo. Stat. Ann. § 9-2-1031(b) are not required to follow the full Design Consultant selection process but may follow an abbreviated process comporting with Wyo. Stat. Ann. § 9-2-1031(a), (c), and (d).~~

~~(Res. 99-05).~~

15.32.040 Contracts for public improvements. (repealed)

~~All contracts for any type of public improvement, excluding contracts for professional services, shall be advertised for bid if the cost exceeds the threshold set forth in Wyo. Stat. Ann. § 15-1-113(a). The procedures utilized by the Town in letting contracts for public improvements shall at a minimum comport with Wyo. Stat. Ann. § 15-1-113 and Wyo. Stat. Ann. §§ 16-6-101 through 16-6-119.~~

15.32.050 Conflict of interest. (repealed)

~~For the purposes of this chapter, the mayor, members of the Town Council, and members of the planning and zoning commission/board of adjustment are considered to be 'public officials,' as that term is defined in Wyo. Stat. Ann. § 9-13-102, and shall be subject to all of the provisions of Wyo. Stat. Ann. §§ 9-13-101 through 9-13-107 and Wyo. Stat. Ann. § 9-13-109.~~

~~(Ord _____, § _____, 2024; Ord. 627 § 1, 1999).~~

...

Chapter 15.36 CONTRACTOR LICENSING AND CERTIFICATION

15.36.0059 Purpose and relationship between Licenses and Certificates of Qualification~~scope~~.

A.—The purpose of authorizing contractors and tradespeople is to ensure minimum safety, education, and qualification standards are applied in the construction of buildings within the Town in order to protect the public, property, and workers. To ensure appropriate standards are met, every person is required to be qualified for the trade they practice, and the level of their trade, via Certificates of Qualification. Moreover, every Licensee is required to obtain a Master certificate, or employ a person who has obtained a Master certificate, appropriate to the types of work the Licensee is undertaking. A Licensee is responsible for the work covered by the License and may be a business or corporation. The Certificate of Qualification holder is responsible for on-site supervision during all phases of construction and is an individual. To provide minimum safety measures and equipment to protect property, workmen and the

~~public as provided herein or otherwise prescribed by the Town of Jackson and other local, state or federal regulations.~~

15.36.010 Board of examiners created; duties of same.

- A. Town of Jackson Board of Examiners shall be created, consisting of five to nine members, including a chairperson, to be appointed by the Town Council. The Board shall serve at the pleasure of the Town Council and members shall be volunteer, nonpaid positions. Upon the affirmative vote of a majority of the Town Council, members may be removed from the Board. Members of the Board of Examiners shall consist of professionals in the construction industry, including by way of example and not exclusion, tradespeople, architects, and engineerstradespeople from the trades that are being regulated or others who have knowledge of such issues as may be taken under consideration by the Board of Examiners. At least one member shall be from the public at large. The Building Official or designee shall be an ex-officio member of the Board.
- B. Initial appointments to the Board of Examiners shall be two appointments for one year and three appointments for two years, and thereafter appointments shall be for a term of two years in the manner herein provided at the expiration of the term of each member.
- C. The Board of Examiners shall establish rules, regulations, and procedures for conducting business, which rules, regulations, and procedures shall be subject to the approval of by the Town Council prior to being effective, such approval not to be unreasonably withheld. These shall be established and written and will be made available to the public prior to any decisions or determinations being made.
- ~~C. Initial appointments to the Board of Examiners shall be two appointments for one year and three appointments for two years, and thereafter members shall be appointed for a term of two years in the manner herein provided at the expiration of the term of each member.~~
- ~~D. The Board of Examiners shall review the qualifications of applicants licensed in other jurisdictions or applicants who have not passed the Contractors License exam as administered by the Wyoming Association of Municipalities (WAM) to determine the applicants eligibility to obtain a License to perform work within the Town of Jackson.~~
- ~~D.E. The Board of Examiners shall also serve as the Board of Appeals as required by the building codes, in order to hear and decide appeals of orders, decisions, or determinations made by the Town Building Official relative to the application and interpretation of the building codes adopted by the Town of Jackson.~~

15.36.020 Definitions.

A. As used in this title.

- A1. *Apprentice* means an individual who is learning a trade under the direct Supervision of a person qualified under the terms of this chapter to train an individual in that trade.
- 2B. *Certificate of Qualification* means nontransferable authority to perform certain skills and is issued to an individual ~~by the administrative authority.~~
- 3C. *Contractor* means anyone engaged in any of the trades as a general, building, or residential Contractor, construction manager, and all classifications as set forth herein ~~electrical Contractor, plumbing Contractor, HVAC Contractor, gas service Contractor, wood stove/ gas stove installer, water conditioning installer, lawn sprinkler installer, fire sprinkler Contractor or refrigeration Contractor.~~

- ~~4~~. *Journeyman* means an individual who, through proven experience and demonstrated knowledge, shows proficiency in their trade. Such an individual shall be qualified to work for a Licensed Contractor without direct Supervision.
- 5E. *License* means the authority to contract and obtain permits for the construction, alteration, addition to or relocation of any system or portions of a system regulated by this chapter. ~~A License shall be nontransferable.~~
- 6F. *Master* means an individual who, through demonstrated knowledge and verified experience, may qualify a business, corporation, partnership or individual for a License.
7. *Principal Place of Residence* means the place which is an individual's primary home used for the purposes of filing taxes or, if a vacant lot, that will upon issuance of a certificate of occupancy become the individual's primary home used for the purposes of filing taxes.
- ~~8~~. *Supervision* means the continuous control of all work in progress as authorized by the Journeyman or Master.

15.36.030 – Building Official authority~~Contractor Licenses and Certificates of Qualification.~~

- A. Authority. There is vested in the Building Official, or their designees, ~~—herein known as the administrative authority,~~ the authority~~duty~~ of determining the qualifications of applicants for those Licenses and Certificates of Qualification established by this ~~Chapter~~ and to effectuate all authority and power as set forth in the building codes adopted by the Town. ~~When approved, the Town shall issue a Contractor License and certificate.~~
- B. The Building Official may render reasonable interpretations of these provisions and rules and regulations as established by the Board of Examiners as necessary to carry out the intent and purpose of this Chapter and the rules and regulations, respectively.
- ~~A-C.~~ Jurisdictional Reciprocity. The Building Official, or their designee, may grant reciprocity with other jurisdictions and agencies as the Building Official, or their designee, determines. The Building Official shall maintain a record of all reciprocal agreements that have been approved.

15.36.031 – License and certification required.

- A. It shall be unlawful for any person to undertake any of the types of work regulated by this Chapter within the Town without first obtaining a Certificate of Qualification, complying with the provisions of this Chapter.
- B. Except as otherwise provided in Section **15.36.040**, A, it shall be unlawful for any firm, corporation, or other corporate entity to undertake any of the types of work regulated by this Chapter within the Town without first obtaining an appropriate License, complying with the provisions of this Chapter. Such License shall serve as the business license required by Title 5 of this Code.
- C. It is the duty of each Licensee and Certificate of Qualification holder to renew and maintain a valid License and/or Certificate in conformance with the requirements of this Chapter.

15.36.032 – Personal privilege.

- A. The Licenses and Certificates of Qualification issued under this Chapter shall be a personal privilege, good for the period for which issued, subject to the condition however, that they may be denied, revoked, or suspended.

15.36.033 – Evidence of doing business

- A. Whenever any person by the use of signs, circulars, cards, telephone books, or newspapers, advertises, holds out, or represents that they are in any and every kind of lawful business, trade, calling, profession, or occupation in the Town, or when any person holds an active license or permit issued by a governmental agency indicating that they are in any business, trade, calling, profession, or occupation in the Town, these facts shall be considered prima facie evidence that they are conducting business in the Town.

15.36.034 – Fees—Payment

- A. There shall be annual application fees for all Licenses and Certificates of Qualification authorized hereunder, for both initial issuance and for renewal, and the fees for such shall be in an amount established by resolution, be paid at the time application therefor is made, and be nonrefundable.
- B. Applicants seeking reciprocity pursuant to Wyo. Stat. § 16-6-1101, as amended, shall not pay an initial issuance fee, provided the work they are seeking to perform in the Town is covered under their existing license issued by another jurisdiction and is at an equivalent level of required competency in the Town. If they seek to perform work that is not covered under the license issued by another jurisdiction or that is not at an equivalent level of required competency in the Town, they shall pay initial application fees. All parties that are Licensed and/or Certified via reciprocity shall, consistent with all other Licensed and Certified parties, pay annual renewal fees.
- C. Applicants seeking reciprocity other than under Wyo. Stat. § 16-6-1101, as amended, shall pay fees in accordance with Section 15.35.034.A.
- D. There shall be no pro-rated reduction of the fee based on the time of year when a License and Certificate of Qualification is applied for initially or renewed.
- E. Receipt of payment does not constitute approval of a License or a Certificate of Qualification application.
- F. If a Licensee or Certificate holder seeks to change or upgrade a License or Certificate, no credit shall be given for fees paid on the existing License or Certificate. A complete initial application and associated fee shall be paid for the new License or Certificate.

15.36.035 – Applications—Initial and renewal

- A. Every person seeking to begin work regulated by this Chapter, or continue it if previously licensed or certified, within the Town must complete the appropriate application pursuant to this section and obtain approval before beginning or continuing such work.
- B. All applications, whether for a License or a Certificate of Qualification, shall be made in writing to the Town Manager, or their designee, on forms provided by the Town, which must be complete to be processed.

C. It shall be the duty of the applicant to seek any reviews, authorizations, permits and/or approvals from state, federal, Town or Teton County authorities that may be required in addition to the License and Certificate of Qualification set forth in this Chapter.

D. Each application, whether for a License or a Certificate of Qualification, submitted shall be affirmed as being true and correct to the best of the applicant's knowledge and shall affirm that the applicant understands that information provided on and with the application may be investigated for accuracy.

E. Applications, whether for a License or a Certificate of Qualification, shall be processed within 30 days of the receipt of an application.

F. Applications for a Contractor License shall include:

1. Proof of workers' compensation with the State of Wyoming or provide proof of why workers' compensation is not required.

2. Proof of unemployment insurance with the State of Wyoming or provide proof of why unemployment insurance is not required.

3. A compliance bond in the amount set forth below for the respective license class and executed by a surety company authorized to transact business in the State of Wyoming, with the applicant as principal and the Town of Jackson as obligee, conditioned that the applicant shall faithfully perform the duties and in all things comply with the provisions of this Chapter, including all amendments thereto. Bond amounts are as follows:

i.

<u>License</u>	<u>Bond amount</u>
<u>General Contractor (Class A)</u>	<u>\$250,000</u>
<u>Building Contractor (Class B)</u>	<u>\$250,000</u>
<u>Building Contractor— Restricted (Class Br)</u>	<u>\$100,000</u>
<u>Residential Contractor (Class C)</u>	<u>\$100,000</u>

4. If the applicant is a corporation or limited liability company, proof of good standing with the office of the Wyoming Secretary of State.

5. A License shall not be issued until a certificate of insurance has been filed and approved by the Building Official, or their designee. Licensees shall be responsible for keeping the required insurance in force and for providing current certificates of insurance. Each certificate of insurance shall state the type(s) of insurance purchased and the limits of each type of coverage as required by these regulations. The Town of Jackson must be named as certificate of insurance holder. Commercial general liability limits are as follows:

i.

<u>License</u>	<u>Limit Per Occurrence</u>	<u>Total Aggregate</u>
<u>General Contractor (Class A)</u>	<u>\$1,000,000</u>	<u>\$2,000,000</u>
<u>Building Contractor (Class B)</u>	<u>\$1,000,000</u>	<u>\$2,000,000</u>
<u>Building Contractor— Restricted (Class Br)</u>	<u>\$500,000</u>	<u>\$1,000,000</u>
<u>Residential Contractor (Class C)</u>	<u>\$500,000</u>	<u>\$1,000,000</u>

- G. Renewal of a Certificate of Qualification requires the applicant to either have completed 8 hours of educational seminar covering the adopted code for the applicable trade approved by the Building Official, or their designee, or the applicant may re-test through the ICC Trade Certification Program.

15.36.036 – Possession and Display Certificate of Qualification.

- A. Any person certified hereunder shall maintain possession of their current Certificate of Qualification and shall produce the same upon the request of the Building Official, or their designee, any Law Enforcement Officer, any Community Service Officer, or any Special Municipal Officer of the Town of Jackson.

15.36.037– Transfer; Using another’s License or Certificate of Qualification.

- A. No License or Certificate of Qualification shall be valid for more than one person, nor shall a License or Certificate of Qualification be transferable.
- B. A licensed or certified person may not enter into an agreement, oral or written, whereby their License or Certificate of Qualification is used, or will be used, by any other person.
- C. A licensed or certified person may not knowingly allow their License or Certificate of Qualification to be used by any other person.
- D. A licensed or certified person may not apply for or obtain a building permit for construction work unless the licensed or certified person have agreed to make improvements to, or perform the contracting at, the real property specified in the application or permit. This paragraph does not prohibit a person from applying for or obtaining a building permit to allow the person to perform work for another person without compensation or to perform work on property that is owned by the applicant.
- E. The dissolution of a business entity which has been licensed terminates the License and no person may operate under that License.
- F. A new License is required for the creation of a new business entity and shall not entitle any person to transfer any License to the new entity.

15.36.038 – Expiration; Licenses and Certificates of Qualification.

- A. All Licenses expire on December 31 annually.
- B. All Certificates of Qualification expire on December 31 triennially.
- C. All Licenses and Certificates of Qualification automatically expire if any applicable requirement(s) of this Chapter lapse, are canceled, or expire during the term of an existing License or Certificate of Qualification; provided Licensees and Certificate of Qualification holders shall have 30 days from the date of the lapse, cancellation, or expiration of the requirement to provide proof of being current with said requirement before an expiration shall be effective.
- D. If an application has not been received by the Town prior to January 1, the Licensee or Certificate of Qualification holder will have until January 31 to submit a renewal application together with payment of the annual fee, plus an additional late fee in an amount established by resolution. All Licenses and Certificates of Qualification are delinquent beginning January 1 and concluding January 31 on 11:59

p.m. After 11:59 p.m. on January 31 the License or Certificate of Qualification is not eligible for renewal; an application for a new License or Certificate of Qualification must be submitted.

15.36.039 – Denial, revocation, and suspension

A. The Town Manager, or their designee, may deny an application except for an application for reciprocity pursuant to Wyo. Stat. § 16-6-1101, as amended, and may suspend or revoke an issued License or Certificate of Qualification, whether initially issued via reciprocity or otherwise, when the applicant/holder commits any one or more of the following acts or omissions:

1. The breach of any condition upon which the License or Certificate of Qualification was issued or failure to comply with any applicable provision(s) of law.
2. The violation of any local, state, or federal law(s) or codes relating to health and safety of the premises at which work is taking place or relating to the Town of Jackson Land Development Regulations.
3. The securing of any License or Certificate of Qualification by fraud, misrepresentation, a false or misleading statement, or evasion or suppression of a material fact in the application process.
4. Failure of the Licensee to notify the Building Official, or their designee, within 5 business days that the Master left the Licensee's employ.
5. The securing of any permit sought pursuant to the codes of this Title or the Land Development Regulations by fraud, misrepresentation, a false or misleading statement, or evasion or suppression of a material fact in the application process.
6. Engaging in any work regulated by this Chapter or advertising as available to engage in any such work without being duly licensed or certified pursuant to this Chapter.
7. Commencing or performing work for which a permit is required pursuant to this Title or the Land Development Regulations without such permit being in effect.
8. The conviction for a crime involving dishonesty, false statement, or a felony.
9. The conduct of the License or Certificate of Qualification holder puts the health, safety, or welfare of their customers, public employees, or the public at risk.
10. The failure to timely provide any information required by the Town for the application process.
11. The applicant had a License or Certificate of Qualification issued hereunder revoked or suspended within three years immediately preceding the date of application.

B. The Town Manager, or their designee, may deny an application for reciprocity pursuant to Wyo. Stat. § 16-6-1101, as amended, when the applicant:

1. Fails to comply with Wyo. Stat. § 16-6-1101, as amended.
2. Previously had a License or Certificate of Qualification revoked or suspended by the Town.

C. When the Town Manager, or their designee, deems that a License or Certificate of Qualification issued hereunder shall be denied, suspended, or revoked, the procedure shall be as follows:

1. The applicant or Licensee or Certificate of Qualification holder shall be notified by the Town Manager, or their designee, in writing, sent via certified mail; such notice shall be sent at least 15 days prior to the action contemplated, setting forth the reasons therefor.
2. Upon receipt of the notice, the applicant or Licensee or Certificate of Qualification holder may request a hearing before the Town Council. Such request shall be in writing and shall be received by the Town Manager, or their designee, within 15 days of the postal date of the suspension or revocation notice; failure on the part of the applicant or Licensee or Certificate of Qualification holder to request a hearing in writing and within the specified time period shall be deemed a waiver of their right to a hearing.
3. If a hearing is requested by the applicant or Licensee or Certificate of Qualification holder, the Town Manager, or their designee, shall set the time, date, and location, which shall be not less than 15 days and not more than 45 days of receipt of the notice requesting such. The Town Manager, or their designee, shall notify the applicant or Licensee or Certificate of Qualification holder in writing, sent by certified mail, of the hearing.
4. At the hearing, the parties have the right to be represented by counsel, and to present testimony and evidence. The Town Council shall, by majority vote, render a decision. The decision of the Town Council shall be final and binding on all parties concerned.
5. The Town Manager, or their designee, shall notify the applicant or Licensee or Certificate of Qualification holder in writing, by certified mail, of the Town Council decision as the result of the hearing.

D. Such revocation or suspension may be in addition to any fine imposed.

15.36.040 Contractor Licenses ~~required~~.

~~A. Except as provided in this chapter, it shall be unlawful for any person, firm, corporation or other organization to contract for any of the types of work regulated by this section for work within the Town. Such License shall serve as the business License as required in Chapter 5.12 of the Town of Jackson Municipal Code.~~

- ~~1. B. Exemptions. A homeowner who constructs, alters or repairs their own residence that they occupy, including accessory buildings, or other dwelling units that under the International Residential Code on the property at which they reside may do so wby obtaining a Proprietary Homeowner License. A homeowner building their own residence shall not build more than one residence in any two-year period without obtaining, at a minimum, a Class C residential Contractor License. The owner or tenant of a commercial structure or tenant space may perform their own repairs or maintenance as permitted in the permits exempt work provisions of each applicable code. A qualified individual in the employ of the business may perform work requiring a permit without obtaining a Contractors License for that trade, provided he/she has been granted a Certificate of Qualification, specific to that business, by the Town of Jackson. Sewer and water service line installation and repair work from the building to the public sewer or public water main shall be exempt from the requirements of this chapter. However, this shall not exempt the work being performed from the requirements of a permit pursuant to the current edition of the adopted codes.~~

~~C. Application. Every applicant for a License shall complete the application form provided by the administrative authority. A nonrefundable application fee shall be submitted at the time of application~~

for a License. The name of the certified Master of the trade to be Licensed shall appear on the License application. A final review and appropriate action shall be taken on such License application and the administrative authority shall notify the applicant within 30 days of such action.

- ~~D. *Business location and telephone required.* Every applicant for a License shall provide a physical and mailing address. In the event of any change in the required address, the licensee shall notify the administrative authority within a ten-day period. Failure to do so shall result in the same suspension time frames and penalties as enumerated below. No License shall be issued unless the licensee has a business telephone listed in the telephone directory that serves the Town or on file with the office of the administrative authority. The telephone shall be answered during normal working hours. The removal of the telephone service shall automatically suspend the License. The License may be removed from suspension by providing the required telephone service within a ten-day period of suspension and notifying the administrative authority of that action. In order to reestablish the business License after said ten-day period and within 60 days of such suspension the licensee must provide the required telephone service and pay the full new License fee. In the event that the License is not removed from suspension within the 60-day period immediately following suspension of the License, the License shall automatically be revoked and in order to reestablish said License the full application fee and process for new Licenses must be followed.~~ 035
- ~~E. *Supervision required.* Every Contractor shall be required to have in their employ a person holding a Master Certificate of Qualification in such classification as the Licensed is issued. The License shall be valid only as long as the named Master shall remain in the employ of the licensee in an active, full-time capacity. If the Master should leave the employ of the licensee, the licensee shall notify the administrative authority within five business days. Failure of the licensee to notify the administrative authority shall be cause for suspension or revocation of the License, as determined by the Board of Examiners. The licensee shall be required to obtain a qualified Master as otherwise required by this chapter within 30 days of notification to the Town. The administrative authority may grant not more than three ten-day extensions when considered to be in the best interest of the Town. If such Master is not obtained within the 30-day period or subsequent extensions, the License shall be deemed suspended until such supervisor is obtained.~~
- ~~F. *Additional requirements.*~~
- ~~1. Applicants for a general, building, residential, plumbing, or HVAC License shall provide a certificate of insurance assuring that the applicant has purchased and has in effect an insurance policy by an insurance company authorized to do business in the State of Wyoming providing for public liability and property damage in the amount of not less than \$500,000.00. Applicants for a low-voltage electrical, wood stove/gas stove installer, gas service Contractor, lawn sprinkler installer, and water conditioner installer's License shall provide a certificate of insurance assuring that the applicant has purchased and has in effect an insurance policy by an insurance company authorized to do business in the State of Wyoming providing for public liability and property damage in the amount of not less than \$300,000.00.~~
 - ~~2. Every applicant shall provide proof of workers' compensation with the State of Wyoming or provide proof of why such is not required.~~
 - ~~3. Every applicant shall provide proof of unemployment insurance with the State of Wyoming or provide proof of why such is not required.~~
 - ~~4. Every application shall be accompanied by a compliance bond in the amount of \$10,000.00 and executed by a surety company authorized to transact business in the State of Wyoming, as surety with the applicant as principal on the bond, and the Town of Jackson as obligee, conditioned~~

that the applicant shall faithfully perform the duties and in all things comply with the provisions of this chapter, including all amendments thereto, pertaining to the License or permit applied for.

~~5. Every applicant that is a corporation or limited liability company shall show proof of good standing with the office of the Wyoming Secretary of State.~~

~~6. Each applicant shall be required to remit all sales tax receipts as specified by the Wyoming Department of Revenue.~~

GA. *Classifications.* There shall be the following classes of Licenses and the respective Licensee holder of each license shall be authorized to do the following:

1. *General Contractor (Class A)*—To contract for the construction, alteration, or repair of any type or size of structure.

2. *Building Contractor (Class B)*—To contract for the construction, alteration, or repair of commercial buildings and single or multi-dwelling residential buildings, not exceeding three stories in height.

3. *Building Contractor—Restricted (Class Br)*—To contract for work of a nonstructural nature in a commercial tenant space with a maximum gross floor area of 5,000 square feet or less and for the construction, alterations and repairs of one- and two-family residences, townhouses and buildings accessory thereto.

4. *Residential Contractor (Class C)*—To contract for the construction, alterations, and repairs of one- and two-family residences, and buildings accessory thereto.

5. *Proprietary Homeowner Contractor*— To construct, alter, or repair only i) once every 8 years, which period begins on the date of the issuance of a certificate of occupancy; ii) one's own principal place of residence, including accessory buildings and excluding accessory residential units; iii) that are regulated under the International Residential Code; and iv) if an accessory building, that is on the same property as the principal place of residence. Prior to issuance, the owner is required to pass a written Proprietary Homeowner Contractor exam administered by the Town of Jackson or a Class C Contractor License exam.

~~5. *Electrical Contractor*— A person or company that holds a State of Wyoming electrical Contractor License. Electrical Contractors are not subject to the WAM testing program as referenced in Section 15.36.050 C.~~

~~6. *Low voltage electrical Contractor*— A person or company that holds any or all of the low voltage electrical Contractor categories and is Licensed in those categories by the State of Wyoming. Low voltage electrical Contractors are not subject to the WAM testing program as referenced in Section 15.36.050.~~

~~7. *Plumbing Contractor*—Installation, alteration, addition or relocation of all sanitary plumbing, sanitary sewer and potable water supply and distribution piping, including all plumbing fixtures and traps and potable water-treating or water-using equipment, and including piping for transmission of chemicals, oil and gases, installation of steam and hydronic heating and chilled systems and water heaters and related vents. The appropriate Licensed low voltage or electrical Contractor shall perform electrical installations.~~

~~8. *Heating, Ventilating, and Air Conditioning (HVAC) Contractor*—Installation, alteration, addition to, relocation, or replacement of any heating, ventilating, cooling, refrigeration system,~~

incinerators, or other miscellaneous heat-producing appliances, to include gas piping of related equipment.

~~9. Wood stove/gas stove installer—Installation, alteration, or relocation of any solid fuel or gas heating appliance and venting.~~

~~108. Gas service Contractor—Installation, repair, or maintenance of fuel gas systems.~~

~~11. Lawn sprinkler installer—Installation of water lines for lawn sprinkler systems, including their connection to potable water supply and related backflow prevention devices. The appropriately Licensed low voltage or electrical Contractor shall perform electrical installations.~~

~~121. Water conditioning installer—Installation and repair of potable water softeners and filtering equipment, including all necessary connections to the potable water supply and drainage system and related backflow prevention devices. The appropriately Licensed low voltage or electrical Contractor shall perform electrical installations.~~

~~131. Refrigeration Contractor—Installation and repair or maintenance of refrigeration systems for freezing or cooling cabinets and mechanically refrigerated air conditioning units.~~

~~91. Specialty Solar Panel Installer-NABCEP Certification or similar Certifications approved by the Building Official is required.~~

~~10. Specialty Licenses—Pool and Spa, Cell Tower Installers, and any other Installers that the Building Official deems appropriate to need a contractor's license.~~

~~14. Fire sprinkler Contractor—Installation, repair and maintenance of fire sprinkler systems including all necessary connections to the potable water supply and related backflow prevention devices.~~

~~B. Supervision required. Every Contractor shall be or must have in their employ a person holding a Master Certificate of Qualification in such classification as the License is issued. The License shall be valid only as long as the named Master shall remain in the employ of the Licensee in an active, full-time capacity. If the Master should leave the employ of the Licensee, the Licensee shall notify the Building Official, or their designee, within 5 business days. The Licensee shall be required to obtain a qualified Master as otherwise required by this Chapter within 30 days of the Master leaving the employ of the Licensee. The Building Official, or their designee, may grant not more than three 10-day extensions when considered to be in the best interest of the Town. If such Master is not obtained within the 30-day period or subsequent extensions, the License shall be deemed suspended until such supervisor is obtained.~~

~~H.C. Responsibilities. All Licensees shall be responsible for work requiring a permit under the provisions of this chapter and, without limitation, for the following to the items as specified in this section:~~

~~1. For all work requiring a permit under the provisions of this Chapter.~~

~~2. To provide minimum safety measures and equipment to protect property, workersmen and the public as provided herein or otherwise prescribed by the Town of Jackson and other local, state, or federal regulations;~~

~~23. To obtain permits;~~

~~4. andTo request inspections and be physically present on-site for inspections, which inspection shall be coordinated by the general contractor when required;~~

~~34. To present Certificate of Qualification cards when requested by the Building Official, or their designees, authorized agents of the administrative authority;~~

45. To faithfully construct and complete the project as indicated by the permit and approved set of plans, without substantial departure from, or disregard of, drawings and specifications, when such drawings and specifications have been filed and approved and permit issued for same, unless such changes are approved by the Building Official, or their designee~~administrative authority.~~;
56. To complete all work authorized by the permit issued unless good cause is shown.;
67. To pay any fee ~~assessed~~required by the Town of Jackson.;
78. To comply with all applicable codes and ordinances.;
89. To be responsible for all work for which a permit is issued.

D. Exemptions. A firm, corporation, or other corporate organization may undertake the types of work regulated by this Chapter within the Town without first obtaining a License only under the following exemptions:

1. Permits-Exempt Building Code Provisions. The owner or tenant of a commercial structure or tenant space may perform their own repairs or maintenance as permitted in the permits-exempt work provisions of each applicable code adopted by the Town.
2. Proprietary Certificate of Qualification. An individual employed by a Person may perform work requiring a permit without a Contractor's License, provided they have been granted a Proprietary Certificate of Qualification specific to one business and specific to the trade(s) applicable to the work being performed.
3. Sewer and Water Service Lines. Sewer and water service line installation and repair work from a structure to the public sewer or public watermain shall be exempt from the requirements of this Chapter. However, this shall not exempt the work being performed from the requirements of a permit pursuant to the current edition of the adopted codes.

- I. ~~Contractor License fees.~~ The fees for a Contractor License shall in an amount established by resolution.
- J. ~~Renewal.~~ Contractor Licenses shall expire on December 31 of each year and shall be renewed by that date. Any work performed after expiration and prior to obtaining such License shall be in violation of this section. To reestablish a License after it expires, a new application shall be filed and new License fees shall be paid. Current proof of compliance with State of Wyoming laws pertaining to Contractors shall be provided. A 30-day grace period may be granted by the administrative authority.
- K. ~~Suspension or revocation.~~ The administrative authority shall review any complaint concerning the licensee's activities and upon finding good cause for License suspension or revocation, shall notify the licensee in writing of the grounds for suspension or revocation. The licensee shall have ten days from receipt of said notice in which to file a written request for hearing in front of the Board of Examiners. Such hearing shall be held within 30 days of the request and shall be conducted in accordance with the provisions of the Wyoming Administrative Procedures Act for contested case type hearings. Failure to file a written request for hearing in a timely manner shall constitute a waiver by the licensee of any right to a hearing on the matter. After hearing, or after the ten-day notification period in the event that there is not written request for hearing, the Board shall take whatever action it deems appropriate as to the License, including, but not limited to, suspension or revocation of said License.

(Ord. § , 2024; Ord. 1280 § 8, 2021; Ord. 1089, § 1, 2015; Ord. 701 § 1, 2002).

15.36.050 Certificates of Qualification ~~required.~~

- A. Certificates of Qualification shall be required of individuals for all types of work involving skills as specified and classified in this section and as otherwise provided in Section 15.36.040 ~~B.D In lieu of a Town of Jackson Certificate of Qualification, Masters, Journeyman, and Apprentices in the electrical trade shall be certified by the State of Wyoming. While engaged in a building or trade activity, the Certificate of Qualification shall be in the possession of the individual.~~

~~Through December 31, 2002, for transition purposes, the following will apply:~~

- ~~1. One Master certificate will be granted to any Contractor in a trade defined as a "Contractor" in Section 15.36.020 C. provided they have been in business within the Town of Jackson for five or more years or as approved by the Board of Examiners.~~
 - ~~2. Journeyman certificates shall be granted to any tradesperson who can verify having worked in the Town of Jackson, in their trade for four or more years, or as approved by the Board of Examiners.~~
 - ~~3. Businesses in a trade defined as a "Contractor" in Section 15.36.020 C. who have been in business in the Town of Jackson for less than the time period of five years shall have until December 31, 2002, to obtain a Master Certificate of Qualification pursuant to this chapter.~~
- ~~B. The Board of Examiners shall determine that this requirement is met by examining each application for such certificates. All other applicants will be required to obtain their certificate pursuant to this chapter.~~

~~BC.~~ *Examining procedure.*

- ~~1. The Town shall use the then current International Code Council National Contractor/Trades Examination Wyoming Association of Municipalities Wyoming Trades Certification Program as a means of determining the qualifications of applicants for those certificates that are covered by said program. Electrical and low voltage electrical Contractors shall be subject to existing state laws regarding such Contractors. The Town of Jackson Building Department shall test wood stove/gas stove installer, gas service Contractor, lawn sprinkler, water conditioning, refrigeration, and fire sprinkler installers.~~
 - ~~2. Testing arrangements and testing fees are the responsibility of the applicant.~~
 - ~~1.3. A Town of Jackson Certificate of Qualification will be issued to the applicant upon presentation of the International Code Council National Contractor/Trades Examination certificate noting successful completion of the appropriate examination and meeting all other requirements of this Chapter.~~
- ~~D. Temporary work authorization. The Building Official may grant a temporary work authorization to applicants for a Master, Journeyman, or Apprentice Certificate of Qualification. A temporary work authorization shall not apply to general, building, or residential Master Certificates of Qualification.~~
- ~~E. Application fee. Applicants for a Certificate of Qualification shall fill out the form provided by the administrative authority and shall pay all application fees. Testing shall be through the Wyoming Association of Municipalities "Wyoming Trades Certification Program". Testing arrangements and fees are the responsibility of the applicant. A Town of Jackson Certificate of Qualification will be issued to the applicant upon presentation of the Wyoming Association of Municipalities certificate noting~~

successful completion of the appropriate examination and meeting all other requirements of this chapter. If the applicant is reexamined for any reason whatsoever, a new application shall be filed and an additional fee shall be required.

CF. ~~Issuance/~~Reciprocity.

1. ~~Reciprocity with Wyoming Jurisdictions.~~ A Certificate of Qualification shall be issued to every person who makes application for such certificate, is able to show proper qualifications, pays the required fees and successfully passes an examination conducted by the Wyoming Association of Municipalities, "Wyoming Trades Certification Program"; provided, however, that ~~if~~ in lieu of an examination, the Building Official, or their designee, administrative authority may issue a such ~~e~~Certificate of Qualification to any persons who makes application therefore, is able to show proper qualifications, pays the required fees and that, in addition to meeting all other requirements of this Chapter, possesses and presents a valid authorization Certificate of Qualification issued to them by any other governmental agency pursuant to Wyo. Stat. § 16-6-1101, as amended giving an examination, the scope and character of which, in the opinion of the Board of Examiners, is at least equal to that used by the administrative authority. The Board of Examiners may grant reciprocity with other jurisdictions and/or agencies as the Board determines appropriate. The Board shall maintain a record of all reciprocal agreements that the Board has approved. The applicant shall procure ~~such~~the eCertificate of Qualification from the Town within 30 days after being notified of being granted reciprocity approval. If ~~the~~ applicant fails to procure said ~~e~~Certificate of Qualification within 30 days, the ~~e~~Certificate of Qualification shall be void and a new application shall be ~~filed~~required.

~~1-2.~~2. Reciprocity with jurisdictions outside of Wyoming. Reciprocity may be granted pursuant to 15.36.030.

DG. ~~Certificate fee.~~ The initial fee for a Certificate of Qualification shall be in an amount established by resolution. The fee for the renewal of certificates of qualification shall be in an amount established by resolution. This shall be a nonrefundable fee.

E.H ~~Examination failure.~~ Every applicant who fails to pass the required examination shall not be eligible for another examination for 30 days, and any applicant who fails to pass the second examination shall not be eligible for re-examination for ~~six~~6 months thereafter.

4F. ~~Classifications.~~ There shall be the following classes of certification and the holder shall be authorized to do the following:

1. *Masters Certificate of Qualification.* A Certificate of Qualification shall be required and shall permit the holder thereof to be supervisor or Master for each of the trades in which they have been certified.
2. *Journeyman Certificate of Qualification.* A Certificate of Qualification shall be required in the trades described in this chapter and shall entitle the individual to work only in the trade for which they are certified and classified. Such certificates shall permit the individual to work only under the authority of a certified Master or supervisor.
3. *Apprentice Certificate of Qualification.* A Certificate of Qualification shall serve as a registration with the Town~~administrative authority~~. Such certificate shall entitle the Apprentice to work under the direct Supervision of a Journeyman or Master within each respective classification. With the exception of general, building, and residential Contractors, no individual Journeyman or Master shall have more than four Apprentices under their direct Supervision.

GJ. *Classifications—experience required.* An application shall be filed in accordance with the time periods listed below unless otherwise approved by the Building Official, or their designee~~Board of Examiners~~. A person may not apply to upgrade their certificate to the next higher classification until they have met the experience requirement or equivalent, as approved by the Building Official, or their designee~~Board~~. Up to 50 percent credit may be given toward the experience period set forth below at the discretion of the Building Official, or their designee~~Board~~ for relevant equivalent education in the construction field. The Building Official, or their designee~~Board~~ shall assist in verifying such experience requirements. Applicants that are unable to provide adequate and appropriate experience or time in service will be issued the next lower classification regardless of the exam they passed.

1. *General Contractor Certification (Class A).* Master applicants shall be able to verify at least eight years actively working in the building construction or contracting trade, which must include at minimum having constructed or acted principally in the role of supervisor for the construction of three entire buildings, each of which must have been at least two stories in height, and have been of occupancy classifications other than Group R3 and U occupancies.
2. *Building Contractor Certification (Class B).* Master applicants shall be able to verify at least four years working in the building construction or contracting trade, which must include at minimum having constructed or acted principally in the role of supervisor for the construction of three entire buildings of occupancy classifications other than Group R3 and U occupancies, each of which must have exceeded 5,000 square feet in floor area.
3. *Building Contractor restricted Certification (Class Br).* Master applicants shall have held a Class C License for the previous two years and make application to the Building Official, or their designee~~Board of Examiners~~ for this License classification. ~~The Board shall determine if an applicant qualifies.~~ No additional testing required.
4. *Residential Contractor Certification (Class C).* Master applicants shall be able to verify at least two years working in the building construction or contracting trade.
75. *Plumbing Certification* —Apprentices shall be able to verify four years of working actively in a training program or for a qualified plumbing Contractor prior to applying to advance to the Journeyman level. Journeyman shall be able to verify four years of working actively in a training program or for a qualified plumbing Contractor prior to applying to advance to the Master level.
86. *HVAC Certification* —Apprentices shall be able to verify four years of working actively in a training program or for a qualified HVAC Contractor as an Apprentice prior to applying to advance to the Journeyman level. Journeyman shall be able to verify four years of working actively in a training program or for a qualified HVAC Contractor as a Journeyman prior to applying to advance to the Master level.
- ~~97. *Wood stove/gas stove installer*—Masters shall pass an examination as required by the Town of Jackson.~~
- ~~1078.~~ *Gas service Certification* —Applicants shall be able to verify three years of working actively in a training program or for a qualified gas service Contractor prior to attempting to advance to the Master level. Masters shall pass an examination as required by the Town of Jackson.
- ~~119. *Lawn sprinkler installer*—Masters shall pass an examination as required by the Town of Jackson.~~
- ~~1210. *Water conditioning installer*—Masters shall pass an examination as required by the Town of Jackson.~~

~~1311. — Refrigeration — Applicants shall be able to verify three years of working actively in a training program or for a refrigeration Contractor prior to attempting to advance to the Master level. Masters shall pass an examination as required by the Town of Jackson.~~

~~812. Specialty Solar Panel Installer Certification — Applicants shall have NABCEP Certification or similar Certifications approved by the Building Official.~~

~~913. Other Specialty Contractors Certification - Must be able to verify that there is a minimum of three-year work history in the related field of the type of construction they will be performing.~~

~~10. Proprietary Certificate of Qualification – Applicants must be either the owner or a qualified individual in the employ of the owner's business to be able to perform work requiring a permit without obtaining a Contractor's License for that trade specific to that business.~~

~~14. Automatic fire sprinkler installer and designers — Masters shall pass the Wyoming Association of Municipalities test for Wyoming Fire Suppression Installer/Worker. Designers of such systems shall be NICET level III or IV certified.~~

~~K. Renewal. Certificates of qualification shall expire three years from date of issuance and shall be renewed by that date. Certificate renewal shall consist of either eight hours of approved educational seminar covering the adopted code for the applicable trade or the applicant may re-test through the ICC Wyoming Association of Municipality Wyoming Trade Certification Program. Any work performed after expiration shall be in violation of this section. To establish a Certificate of Qualification after it expires, a new application shall be filed and new application fees shall be paid.~~

~~L. Suspension and revocation.~~

~~1. The Board of Examiners shall review any complaint concerning the activities of the holder of a Certificate of Qualification and, upon finding good cause for certificate suspension or revocation, shall notify the holder in writing of the grounds for suspension or revocation.~~

~~2. The holder shall have ten days from receipt of said notice in which to file a written request for an appeal hearing before the Board. The hearing shall be held within 30 days of the request and shall be conducted in accordance with the provisions of the Wyoming Administrative Procedures Act for contested cases type hearings. Failure to file a written request for the hearing in a timely manner shall constitute a waiver by the holder of any right to a hearing on the matter.~~

~~3. After the hearing, or after the ten-day notification period runs, in the event that there is not written request for hearing, the Board shall take whatever action it deems appropriate as to the suspension or revocation of said certificate. The Board's decision may be appealed to the Town Council within 30 days of the Board's decision, such decision being final. Further appeal may be made to the district court by the Town or the holder pursuant to the Wyoming Rules of Appellate Procedure.~~

(Ord. § , 2024; Ord. 1280 § 8, 2021; Ord. 1142 § 1, 2016; Ord. 1090 § 1, 2015; Ord. 701 § 1, 2002).

Chapter 15.38 DEMOLITION STANDARDS

15.38.010 Permit required—~~Application.~~

A. It is unlawful for any person to ~~commence~~ demolition of ~~sh~~ any building or structure within the Town limits, whether in connection with the application for a separate building permit or other purpose without ~~first~~ obtaining a demolition permit from the Building Official, ~~or their~~^{his} designee. Such Building Official, ~~or designee,~~ shall not issue any demolition permit unless the plans of and for the proposed demolition fully conform to the building regulations and the ~~applicable International Building Codes,~~ ~~and versions thereof,~~ then in effect.

15.38.012 – Application

- A. All applications for a demolition permit shall be made in writing to the Building Official, or their designee, on forms provided by the Town, which must be complete to be processed.
- B. It shall be the duty of the applicant to seek any reviews, authorizations, permits and/or approvals from state, federal, Town or Teton County authorities that may be required in addition to the permit set forth in this chapter.
- C. Each application for a demolition permit submitted shall be affirmed as being true and correct to the best of the applicant's knowledge and shall affirm that the applicant understands that information provided on and with the application may be investigated for accuracy.
- D. In addition to any other required information, the following:
 - 1. A statement, to the best of the applicant's knowledge, of whether the building or structure is more than or less than 50 years old as of the date of the application.
 - 2. A narrative ~~that provides the size and use of the structure,~~ a summary of the history of the structure, and "as built" floor plans, if available, and photographs of ~~the structure from all sides.~~

15.38.013 – Financial Assurance

A. Prior to issuance every applicant shall provide a compliance bond executed by a surety company authorized to transact business in the State of Wyoming, with the applicant as principal and the Town of Jackson as obligee, conditioned that the applicant shall abandon utilities in place and shall faithfully perform the duties to comply with this provision.

15.38.014 – Fees; Payment

- A. There shall be application fees for demolition permits authorized hereunder, and the fees for such shall be in an amount established by resolution, be paid at the time application therefor is made, and be nonrefundable.
- B. Receipt of payment does not constitute approval of a demolition permit application.
 - ~~A. All applications for demolition permits shall be accompanied by a fee in an amount to be established by resolution, all documentation as required on the demolition permit application and~~

~~such other information as may be deemed necessary to provide for the enforcement of the Town's Land Development Regulations (LDRs) [Appendix A of this Code, which is on file with the Town].~~

15.38.016 Definitions.

A. For purposes of this chapter, demolition includes the act of either demolishing or removing (including removals without destruction of the component elements of the structure):

1. Fifty percent or more of the exterior walls of a building as measured continuously around the building coverage; or
2. Fifty percent or more of the roof area as measured in plan view (defined as the view of a building from directly above which reveals the outer perimeter of building roof areas to be measured across a horizontal plane); or
- ~~1.3.~~ Any exterior wall facing a public street or right-of-way.

(Ord. § , 2024; Ord. 1280 § 8, 2021; Ord. 888 § 1, 2008).

15.38.020 Historic buildings.

A. *General.* The Town Council recognizes that many areas, improvements, buildings, ~~or~~ and structures have features with historic character or special historic or aesthetic interest or value representing architectural products of distinct periods in the history of Jackson. The Town Council also recognizes that the protection, enhancement and perpetuation of areas, improvements, buildings and structures with features having historic character or special historical or aesthetic interest or value is a public necessity and is required in the interest of the people of the Town.

~~For the purposes of this section, historic buildings or structures are those buildings, improvements or structures, which are on the Jackson Historic Register or are in excess of 50 years old, or which are otherwise historically or architecturally significant.~~

~~Every applicant for a demolition permit shall state to the best of his or her knowledge whether a building or structure for which demolition is sought is either in excess of, or less than, 50 years old as of the date of the application.~~

B. *Authority to enact.* Authority for enacting this chapter to protect historic integrity is provided in Wyo. Stat. Ann. § 15-1-601(d)(iv).

C. *The Teton County Historic Preservation Board.* The Teton County Historic Preservation Board ("TCHPB") shall be an advisory board to ~~owners the Town seeking to demolish historic buildings within the Town.~~

1. The TCHPB shall be an informational and advisory board only and shall advise owners or residents of buildings or structures on the historic nature, aspects and other historic preservation issues concerning the building or structure sought for demolition.
2. The TCHPB will maintain a nonexclusive list of structures which are either in excess of 50 years old or are otherwise historically or architecturally significant. This list ~~, the structures of merit,~~ will be made publicly available and will be updated from time to time. The ~~structures of merit~~ list updated from time to time serves as a guideline to building owners and Town of Jackson officials.

3. The TCHPB may present to the Town Council its findings and recommendations about any development proposal or regulation which impacts any building or structure in excess of 50 years old or which are otherwise historically or architecturally significant.

D. *Demolition permit review.*

1. Upon receipt of a demolition permit application pursuant to ~~Section 105.1 of~~ the International Building Code, ~~the~~ Planning and Building Department shall refer the demolition application to the TCHPB.
2. The TCHPB shall review demolition ~~applications proposals which affect the exterior of any principal or accessory building or structure which is on the Jackson Historic Register or Structures of Merit list~~ for their impacts on historic resources. The TCHPB will make a recommendation to the ~~planning and building department and/or~~ Town Council within 3045 calendar days from initial submission of the demolition application to the TCHPB. The TCHPB will either determine that:
 - a. The building or structure is not historically significant, is not architecturally significant, and is not more than 50 years old; ~~or~~
 - b. That the building or structure is historically significant, or is architecturally significant, or is more than 50 years old. If the TCHPB makes one or more of these determinations, it shall and recommend a 90-day stay in the issuance of a demolition permit for a period of not less than 60 days and not more than 100 days, which stay begins on the day the TCHPB makes its recommendation, and shall, be for the purposes of public comment and in order for the applicant, ~~the TCHPB~~ and other interested parties to explore alternatives to demolition. The TCHPB shall cite the historic preservation principles upon which it is relying to make its comments and ~~recommendations~~ regarding the impact of such demolition on historic preservation.
3. All demolition permit applicants with applications affecting~~pertaining to~~ historic buildings or structures may meet with the TCHPB, or a sub-committee thereof, to discuss the impacts of demolition on historic resources. A meeting will be scheduled during the initial 3045-day review period on applicant's request.
4. In the event the TCHPB does not make a recommendation to the ~~planning and building department and/or~~ Town Council within 3045 calendar days from initial submission of the demolition application, the TCHPB will be deemed to concur with demolition~~the Town will assume that the TCHPB does not have a formal recommendation~~, and the application shall proceed through the regular permitting process.

(Ord. §, 2024; Ord. 1279 § 1, 2021; Ord. 888 § 1, 2008).

15.38.30 Priority of ordinances. Repealed.

~~In the event any of the adopted ordinances of the Town as codified in this Code as of the date of the adoption of the ordinance codified in this section conflict with any other sections of the Town of Jackson Municipal Code, the most restrictive shall apply.~~

(Ord. §, 2024; Ord. 888 § 1, 2008).

15.38.40 Penalty. Repealed.

~~A. — It is a misdemeanor for any person to violate any provisions of this chapter.~~

~~B. — Except as provided in specific sections in this chapter, every person convicted of a misdemeanor for a violation of any of the provisions of this chapter shall be punished in accordance with the provisions of Section 1.12.010 of this Code.~~

~~(Ord. _____ § _____, 2024; Ord. 888 § 1, 2008).~~

Chapter 15.50 ENFORCEMENT

15.50.010 General.

Building Officials and Building Inspectors of the Planning Department, appointed as Special Municipal Officers by the Town of Jackson, have specific authority to issue citations for violations of the provisions of this entire Title as set forth by Wyo. Stat. Ann. § 7-2-103(e) and Wyo. Stat. Ann. § 15-1-103(a)(~~ix~~).

~~(Ord. _____ § _____, 2024; Ord. 843 § 1, 2007).~~

ORDINANCE F

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF ORDINANCE NO. 1281; AND CHAPTER 5.04.022 OF THE MUNICIPAL CODE OF THE TOWN OF JACKSON REGARDING LICENSING CONSTRUCTION CONTRACTORS AND PROVIDING FOR AN EFFECTIVE DATE.

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

SECTION I.

An ordinance amending and reenacting section 1 of Ordinance No. 1281; and Chapter 5.04.022 of the Municipal Code of the Town of Jackson regarding licensing construction contractors and providing for an effective date to read as follows:

5.04.022 - Coordination of contractor licensing.

~~A. Pursuant to Municipal Code § 15.36.031, contractors as set out in Chapter 15.36 of this Code, shall be licensed in accordance with Chapter 15.36 and licenses issued thereunder shall serve as the business license required by Title 5 of this Code. Contractors, as that term is defined in Title 15, shall be subject to all relevant requirements of Title 15. Upon issuance of a contractor license, said license shall be renewed each year thereafter through the provisions of this title and pursuant to the fees set forth in this title.~~

~~B. Should the contractor license lapse in any given year, the contractor will be required to reapply under the provisions of Title 15.~~

(Ord. _____ § 1, 2024; Ord. 1281 § 1, 2021).

SECTION II.

All ordinances and parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION III.

If any section, subsection, sentence, clause, phrase, or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed as a separate, distinct and independent provision and such holding shall not affect the validity of the remaining portions of the ordinance.

SECTION V.

This Ordinance shall become effective after its passage, approval and publication.

PASSED 1ST READING THE ____ DAY OF ____, 2024.

PASSED 2ND READING THE ____ DAY OF ____, 2024.

PASSED AND APPROVED THE ____ DAY OF ____, 2024.

TOWN OF JACKSON

BY: _____
Hailey Morton Levinson, Mayor

ATTEST:

BY: _____
Riley Taylor, Town Clerk

ATTESTATION OF TOWN CLERK

STATE OF WYOMING)
) ss.
COUNTY OF TETON)

I hereby certify that the foregoing Ordinance _____ was duly published in the Jackson Hole News and Guide, a newspaper of general circulation published in the Town of Jackson, Wyoming, on the ____ day of ____, 2024. I further certify that the foregoing Ordinance was duly recorded on page ____ of Book ____ of Ordinances of the Town of Jackson, Wyoming.

Riley Taylor, Town Clerk

STAFF REPORT



Meeting Date:	August 19, 2024	Meeting Title:	Regular
Submitting Department:	Legal	Presenter:	Lea Colasuonno
Agenda Item:	Parking Ticket Procedure: Updating Procedure and Process	Public Comment:	Yes

Purpose & Policy Considerations.

The purpose of this item is to present and discuss with Council updates to the Municipal Code that are necessary to effectuate technical procedure changes for parking tickets.

Requested Action.

Staff request Council consider and approve the attached ordinances.

Recommendations.

Staff recommend Council approve the attached ordinance.

Background.

Title 10 of the Jackson Municipal Code contains various ordinances that prohibit the stopping, standing, and parking of vehicles in certain areas and under certain circumstances within the Town. The Town, via the Jackson Police Department, currently issues citations to the registered owner of any vehicle found in violation of a parking prohibition and serves the citation to the registered owner by attaching the citation to the vehicle. The citation commences a criminal action in the Municipal Court that must conform to the Wyoming Rules of Criminal Procedure.

Like most parking enforcement agencies, the Jackson Police Department's parking enforcement process involves monitoring street parking and parking lots, identifying parking violations, and concurrently issuing citations for identified parking violations. In most cases, the registered owner or violator is not physically present when the JPD identifies and cites a parking violation. It is recommended the Town shift from a criminal process to a civil process for parking violations, thus keeping in line with common municipal practice nationwide.

Analysis & Key Policy Questions.

Key policy questions were previously discussed and resolved.

Possible Alternatives.

Council could elect not to shift from a criminal process to a civil process for parking violations.

Comprehensive Plan & Priority Alignment.

Section 8.1 and 8.2: Timely, efficiently and safely deliver quality services and facilities in a fiscally responsible and coordinated manner.

Fiscal Impact.

None, these changes have no fiscal impact.

Staff Impact.

The staff impact of this item was concentrated in the Legal Department and required, approximately, 150 hours. Other affected departments include Police and Municipal Court.

Additionally, in terms of ongoing impacts, Municipal Court anticipates approximately 5 hours per month will be needed to administer the due process required for the updated vehicle booting procedure.

Attachments or Links.

- Civil Parking Authority Generally – Ordinance G
- Community Service Unit Civil Parking Authority – Ordinance H
- Revised Parking Regulations – Ordinance I

Suggested Motion.

I move to approve Ordinances G, H, and I at second reading.

ORDINANCE G

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF TOWN OF JACKSON ORDINANCE NOS. 1287, 1181, 1180, 1054, 870, 798, 527, 526, 300, 179, AND 18; SECTION 2 OF JACKSON ORDINANCE NOS. 871 AND 18; AND SECTION 34 OF JACKSON ORDINANCE NO. 162; AND SECTIONS 1.16.010, 1.16.020, 1.18.010 AND 1.18.080 OF THE TOWN OF JACKSON MUNICIPAL CODE REGARDING CIVIL PARKING AUTHORITY AND PROVIDING FOR AN EFFECTIVE DATE.

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

SECTION I.

Section 1 of Town of Jackson Ordinance Nos. 1287, 1181, 1180, 1054, 870, 798, 527, 526, 300, 179, and 18; Section 2 of Jackson Ordinance Nos. 871 and 18; and Section 34 of Jackson Ordinance No. 162; and Sections 1.16.010, 1.16.020, 1.18.010 and 1.18.080 of the Town of Jackson Municipal Code are hereby amended and reenacted to read as follows:

1.16.010 Office created; qualifications.

- A. The office of Municipal Judge is created in the Town.
- B. The Municipal Judge shall be the judge of the Municipal Court.
- C. The Municipal Court is created, which shall be presided over by the Municipal Judge. The Municipal Court and the Municipal Judge presiding therein shall have the exclusive jurisdiction to hear and determine all violations of the ordinances of the Town and may impose penalties as set forth in this Code.
- D. The Municipal Judge shall have the jurisdiction to hear and determine civil infractions for Parking Violations as set forth in Chapter 10.05 of Title 10 in this Code and may impose civil fines and court costs related thereto.
- E. The Municipal Judge may-be appointed as a hearing officer for administrative and contested cases and has the jurisdiction to hear such cases.
- F. The Mayor, with the advice and consent of the Town Council, shall have the authority to appoint the Municipal Judge and alternative judges and all such alternate Municipal Judges shall be qualified electors of Teton County, Wyoming.
- G. Every Municipal Judge of the Town of Jackson shall:
 - 1. Be an active member of the Wyoming State Bar in good standing for at least five years prior to appointment; and
 - 2. Be free from any discipline by any State Bar or State Supreme Court for a period of five years prior to appointment; and
 - 3. Successfully complete an employment screening.

(Ord. __, § __, ____; Ord. 1287 § 1, 2021; Ord. 1180 § 1, 2017; Ord. 870 § 1, 2008; Ord. 526 § 1, 1996; Ord. 300 § 1, 1983; Ord. 18 § 1, 1926).

1.16.020 Bond schedule authorized.

- A. Repealed.

- B. The Municipal Judge may designate specified offenses of this Town in respect to which payment of fines may be accepted by paying the amount designated without appearance before the Municipal Judge, and shall specify by suitable schedules the amount of such fines, provided such fines are within the limits declared by law or ordinance.
- C. The Municipal Judge shall designate and specify by suitable schedules the amount of civil fines that may be paid for the admission of responsibility and liability for civil infractions for Parking Violations provided such fines are within the limits declared by ordinance.

(Ord. __, § __, ____; Ord. 1287 § 1, 2021; Ord. 1180 § 1, 2017; Ord. 870 § 1, 2008; Ord. 798 § 1, 2005; Ord. 527 § 1, 1996; Ord. 179 § 1, 1975; Ord. 18 § 2, 1926).

1.18.010 How commenced; proceed.

- A. Criminal actions in Municipal Court shall be commenced and proceed pursuant to the Wyoming Rules of Criminal Procedure.
- B. Administrative actions for violations of ordinances may be commenced in accordance with the procedures set forth in the Town of Jackson Contested Case Rules.
- C. Civil infractions for Parking Violations shall be commenced and proceed in accordance with the process and procedures set forth in Chapter 10.05 of Title 10 of this Code.

(Ord. __, § __, ____; Ord. 1287 § 1, 2021; Ord. 1181 § 1, 2017; Ord. 871 § 2, 2008; Ord. 162 § 33, 1973).

1.18.020 Duty of Municipal Judge

The Municipal Judge shall keep all dockets, papers, files, and records associated with the office of the Municipal Judge and the functions thereof in a manner compliant with state law, the rules of judicial ethics, and Wyoming Supreme Court rules.

(Ord. __, § __, ____; Ord. 1287 § 1, 2021; Ord. 1181 § 1, 2017; Ord. 871 § 2, 2008; Ord. 162 § 34, 1973).

1.18.080 Administrative fees assessed in Municipal Court; court costs assessed in Municipal Court.

- A. All individuals convicted of driving or having control of a vehicle while under the influence of intoxicating liquor or controlled substances in accordance with this Code or State statute shall be assessed an administrative fee of \$800.00; all individuals subject to a disposition pursuant to Wyo. Stat. Ann. § 7-13-301 for driving or having control of a vehicle while under the influence of intoxicating liquor or controlled substances in accordance with this Code or State statute shall be assessed an administrative fee of \$750.00.
- B. All individuals convicted of or subject to a disposition pursuant to Wyo. Stat. Ann. § 7-13-301 for public intoxication in accordance with this Code or State statute shall be assessed a fee of \$25.00.
- C. Court costs for all matters before the Municipal Court shall be assessed and shall be fixed at \$10.00.

(Ord. __, § __, ____; Ord. 1287 § 1, 2021; Ord. 1054 § 1, 2014).

SECTION II.

All ordinances and parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION III.

If any section, subsection, sentence, clause, phrase, or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed as a separate, distinct and independent provision and such holding shall not affect the validity of the remaining portions of the ordinance.

SECTION IV.

This Ordinance shall become effective after its passage, approval, and publication.

PASSED 1ST READING THE _____ DAY OF _____, 2024.

PASSED 2ND READING THE _____ DAY OF _____, 2024.

PASSED AND APPROVED THE _____ DAY OF _____, 2024.

TOWN OF JACKSON

BY: _____
Hailey Morton Levinson, Mayor

ATTEST:

BY: _____
Riley Taylor, Town Clerk

ATTESTATION OF TOWN CLERK

STATE OF WYOMING)
) ss.
COUNTY OF TETON)

I hereby certify that the foregoing Ordinance No. was duly published in the Jackson Hole News and Guide, a newspaper of general circulation published in the Town of Jackson, Wyoming, on the _____ day of _____, 2024.

I further certify that the foregoing Ordinance was duly recorded on page _____ of Book _____ of Ordinances of the Town of Jackson, Wyoming.

Riley Taylor, Town Clerk

ORDINANCE H

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF TOWN OF JACKSON ORDINANCE NOS. 1337, 1186, AND 842; AND SECTION 2.23.051 OF THE TOWN OF JACKSON MUNICIPAL CODE REGARDING THE COMMUNITY SERVICE UNIT AND PROVIDING FOR AN EFFECTIVE DATE.

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

SECTION I.

Section 1 of Town of Jackson Ordinances 1337, 1186, and 842; and Section 2.23.051 of the Town of Jackson Municipal Code are hereby amended and reenacted to read as follows:

2.23.051 Community Service Unit and Code Enforcement Officer.

The Community Service Unit of the Police Department and Code Enforcement Officer(s) appointed as Special Municipal Officers by the Town of Jackson have specific authority to issue citations for violations of the Jackson Municipal Code as set forth in Wyo. Stat. Ann. § 15-1-103(a)(I) and to issue Notices of Parking Violations as set forth in Chapter 10.05 of Title 10 of this Code.

(Ord. __, § __, ____; Ord. 1337 § 1, 2022; Ord. 1186 § 1, 2017; Ord. 842 § 1, 2007)

SECTION II.

All ordinances and parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION III.

If any section, subsection, sentence, clause, phrase, or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed as a separate, distinct and independent provision and such holding shall not affect the validity of the remaining portions of the ordinance.

SECTION IV.

This Ordinance shall become effective after its passage, approval, and publication.

PASSED 1ST READING THE ____ DAY OF _____, 2024.

PASSED 2ND READING THE ____ DAY OF _____, 2024.

PASSED AND APPROVED THE ____ DAY OF _____, 2024.

TOWN OF JACKSON

BY: _____
Hailey Morton Levinson, Mayor

ATTEST:

BY: _____

Riley Taylor, Town Clerk

ATTESTATION OF TOWN CLERK

STATE OF WYOMING)
) ss.
COUNTY OF TETON)

I hereby certify that the foregoing Ordinance No. was duly published in the Jackson Hole News and Guide, a newspaper of general circulation published in the Town of Jackson, Wyoming, on the _____ day of _____, 2024.

I further certify that the foregoing Ordinance was duly recorded on page _____ of Book _____ of Ordinances of the Town of Jackson, Wyoming.

Riley Taylor, Town Clerk

ORDINANCE I

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF TOWN OF JACKSON ORDINANCE NOS. 1311, 1194, 661, 610, 214, 161, AND 131; AND SECTIONS 10.04.205, 10.04.210, 10.04.285, 10.04.117, AND 10.04.227; AND ADDING CHAPTER 10.05 OF THE TOWN OF JACKSON MUNICIPAL CODE REGARDING PARKING REGULATIONS AND PROVIDING FOR AN EFFECTIVE DATE.

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

SECTION I.

Section 1 of Town of Jackson Ordinance Nos. 1311, 1194, 661, 610, 214, 161, AND 131; and Sections 10.04.205, 10.04.210, 10.04.285, 10.04.117, and 10.04.227 are hereby amended and reenacted to read as follows:

10.04.205 Designated on-street bicycle lanes and pathways.

- A. For the purposes of this section, on-street bicycle lanes and pathways are the portions of a street or a pathway designated by appropriate signage, pavement markings, or curb markings for the preferred or exclusive use by bicycle or pedestrian traffic.
- B. It is lawful to ride or use Electric Bicycles, as defined in Section 10.13.010, in on-street bicycle lanes and pathways.
- C. It is unlawful to stop, stand, or park a motor vehicle in an on-street bicycle lane or pathway.
- D. It is unlawful to operate a motor vehicle in an on-street bicycle lane or pathway.
- E. This Section shall not apply in cases of unavoidable necessity, for the purpose of crossing to gain immediate access to an adjacent property, in cases of emergency, or when directed to do so by a peace officer or Special Municipal Officer, nor shall it apply to governmental agencies, utility providers, or other duly authorized persons engaged in the maintenance of on-street bicycle lanes, pathways, and adjacent utilities.

(Ord. __, § __, ____; Ord. 1311 § 1, 2022; Ord. 1194 § 1, 2018; Ord. 661 § 1, 2000).

10.04.210 Evidence required on parking violation. Repealed.

(Ord. __, § __, ____; Ord. 1311, § 1, 2022; Ord. 610 § 1, 1998; Ord. 214 § 1, 1977; Ord. 131 § 22, 1970).

10.04.285 Vehicle immobilization. Repealed.

(Ord. __, § __, ____; Ord. 1311 § 1, 2022).

10.04.217 Tampering with immobilization device.

- A. For the purposes of this Section, the term “immobilization device” means and includes the use of any device which may be attached or affixed to a vehicle and when so attached or affixed shall render the vehicle immovable in accordance with Section 10.05.120.
- B. It is unlawful for any person to do any of the following acts when an immobilization device is used to immobilize a vehicle in accordance with Section 10.05.120 unless such action is authorized by the Town Manager, or their designee:
 - 1. Remove an immobilization device,

2. Attempt to remove an immobilization device,
3. Damage an immobilization device,
4. Tamper with an immobilization device, or
5. Move a vehicle with an immobilization device attached to the vehicle.

(Ord. __, § __, ____).

10.04.227 Parking of unregistered vehicles.

No person shall park a vehicle on any street within the Town, or in any public parking structure, parking lot, or other property owned, operated, leased, or maintained by the Town that does not plainly, visibly, and legibly display in proper position valid registration and license plates.

(Ord. __, § __, ____).

SECTION II.

Chapter 10.05 of the Municipal Code of the Town of Jackson is hereby created to read as follows:

Chapter 10.05 PARKING VIOLATIONS

10.05.010 Definitions.

The following words and phrases when used in this Chapter shall have the following meanings:

- A. *"Notice of Parking Violation"* means a written notice directing a person to answer an alleged Parking Violation.
- B. *"Operator"* means and includes every individual who operates a vehicle as the Owner thereof, or as the agent, employee, or permittee of the Owner, or is the individual who is in actual physical control of a vehicle.
- C. *"Owner"* or *"Registered Owner"* shall mean the registered owner of a vehicle.
- D. *"Parking Law"* shall mean any of the following provisions found in this Code:
 1. Section 10.04.130, Parking parallel to curb;
 2. Section 10.04.140, Angle parking – Restrictions;
 3. Section 10.04.160, Additional prohibitions as to stopping or parking;
 4. Section 10.04.170, Parking in alleys;
 5. Section 10.04.190, Parking time limited on Town streets;
 6. Section 10.04.200, Parking spaces for persons with disabilities;
 7. Section 10.04.201, Bus stops/zones;
 8. Section 10.04.202, Horse-drawn carriage or stagecoach zones;
 9. Section 10.04.203, Fire lanes;
 10. Section 10.04.204, Motorcoaches;
 11. Section 10.04.205(C), Designated on-street bicycle lanes and pathways;
 12. Section 10.04.220, No overnight parking zones;
 13. Section 10.04.225, Public parking structure West Simpson Ave and South Milard St; and
 14. Section 10.04.300, Parking during winter maintenance.
 15. Section 10.04.227, Parking of unregistered vehicles.
- E. *"Parking Violation"* shall mean a vehicle found stopped, standing, or parked in violation of any Parking Law.

(Ord. __, § __, ____).

10.05.020 Parking Violation – Civil infraction.

- A. A Parking Violation shall constitute a civil infraction that is subject to a civil fine of not more than \$750.00.
- B. Notwithstanding a Parking Law being made or declared elsewhere in the Code to be unlawful, a criminal offense, or a misdemeanor, the Parking Law shall be treated as a civil infraction.

(Ord. __, § __, ____).

10.05.030 Liability for a Parking Violation.

- A. The Owner is liable for a Parking Violation. The presence of a particular vehicle in violation of any Parking Law shall be prima facie evidence the Owner committed the violation at the time of such violation.
- B. An Operator of a vehicle served with a Notice of Parking Violation may answer the Notice of Parking Violation as set forth in this Chapter. The authorization for an Operator to answer a Notice of Parking Violation shall not absolve the Owner of liability for a Parking Violation.

(Ord. __, § __, ____).

10.05.040 Notice of Parking Violation.

A Notice of Parking Violation may be issued in accordance with this Chapter whenever a vehicle is found in violation of a Parking Law. A Notice of Parking Violation is prima facie evidence of the facts alleged therein.

(Ord. __, § __, ____).

10.05.050 Contents of Notice of Parking Violation.

- A. A Notice of Parking Violation shall be on a form provided by the Chief of Police, or their designee, and is required to contain, at minimum, the following information:
 - 1. The Registered Owner's name;
 - 2. The state and license number or vehicle identification number, and the make of the vehicle found in violation,
 - 3. The date, time, and location of the violation;
 - 4. The Parking Law violated;
 - 5. The name of the officer issuing the Notice of Parking Violation; and
 - 6. Information that advises of the manner and the time within which the Notice of Parking Violation must be answered.
- B. Error or omission of any of the required information, or any other defect or imperfection, shall not be grounds for the dismissal of an action relating to a Notice of Parking Violation unless the person requesting such a disposition demonstrates prejudice therefrom by a preponderance of the evidence.

(Ord. __, § __, ____).

10.05.060 Authority to Issue a Notice of Parking Violation.

A Notice of Parking Violation may be issued by any peace officer or by any Special Municipal Officer of the Jackson Police Department.

(Ord. __, § __, ____).

10.05.070 Filing of Notice of Parking Violation.

Notices of Parking Violation must be filed with the Municipal Court within 14 days of issuance. Any Notice of Parking Violation that is not filed within 14 days is void.

(Ord. __, § __, ____).

10.05.080 Service of Notice of Parking Violation.

- A. An original or duplicate Notice of Parking Violation must be served upon the Owner of the vehicle by one of the following means:
 - 1. Affixing the Notice of Parking Violation to the vehicle in a conspicuous place;
 - 2. Serving the Notice of Parking Violation personally upon the Owner or Operator of the vehicle.
- B. An Operator of a vehicle who is not the Owner of the vehicle is deemed to be the agent of the Owner to be served a Notice of Parking Violation, whether it is served on the Operator personally or served by affixation, and service made by either manner is deemed to be lawful service upon the Owner.

(Ord. __, § __, ____).

10.05.090 Required answer to a Notice of Parking Violation.

- A. The Owner of a vehicle issued and served a Notice of Parking Violation in accordance with this Chapter must, within the time specified in the Notice of Parking Violation, answer the Notice of Parking Violation in one of the following manners:
 - 1. Admit responsibility and liability for the violation of a Parking Law by paying the civil fine notated on the Notice of Parking Violation;
 - 2. Request a review of the Notice of Parking Violation by the Town Attorney, or their designee, to disclaim responsibility, or to dispute the propriety of the issuance of the Notice of Parking Violation or any penalties thereto in accordance with Section 10.05.100; or
 - 3. Request a hearing to contest the Notice of Parking Violation before the Municipal Court in accordance with Section 10.05.110.
- B. If the Owner fails to answer a Notice of Parking Violation within the time specified in the Notice of Parking Violation, the Municipal Court shall send a notice of delinquency by regular mail to the Owner at their last known address. The Owner will have 30 days after the date of the notice of delinquency to respond thereto in the manner provided in Subsection A.

(Ord. __, § __, ____).

10.05.100 Review of Notice of Parking Violation

- A. An Owner may initiate a review of the Notice of Parking Violation by submitting a request for review to the Town Attorney, or their designee. The request for review shall be submitted in a form and manner provided by the Town. The Town Attorney, or their designee, has the discretion to decide what action to take regarding the Notice of Parking Violation upon review.
- B. Notice of the decision made by the Town Attorney, or their designee, in connection with the review of the Notice of Parking Violation shall be provided by:
 - 1. Mailing such notice to the person at the address provided by the person; or

2. Sending such notice to the person by electronic mail if the person requested communication by means of electronic mail.
- C. Within 14 days after the notice of the decision has been provided, the Owner must answer the Notice of Parking Violation in one of the following manners:
 1. Admit responsibility and liability for the violation of a Parking Law by paying in full the civil fine remaining to be paid regarding the Notice of Parking Violation; or
 2. Request a hearing to contest the Notice of Parking Violation before the Municipal Court in accordance with Section 10.05.110.
- D. If the Owner fails to answer a Notice of Parking Violation as set forth in Subsection C, the Municipal Court shall send a notice of delinquency by regular mail to the Owner at their last known address. The Owner will have 30 days after the date of the notice of delinquency to respond thereto in the manner provided in Subsection C.

(Ord. __, § __, ____).

10.05.110 Hearing on Notice of Parking Violations

- A. An Owner may request a hearing before the Municipal Court to contest a Notice of Parking Violation by submitting a written request for a hearing to the Municipal Court. The Municipal Court shall set a time and date for the hearing, which shall be within 45 days of receipt of the request for the hearing. The Municipal Court shall notify the parties in writing of the hearing time and date.
- B. The hearing shall be conducted and presided over by the Municipal Court. The parties shall have the right to be represented by counsel and to present testimony and evidence. The Municipal Court may proscribe any additional process and procedures deemed necessary for the hearing.
- C. The Municipal Court shall determine whether, by a preponderance of the evidence, a Parking Violation occurred. The Municipal Court's decision shall be final and binding on all parties.
- D. The Municipal Court shall impose a civil fine and court costs for a Parking Violation, which shall be paid at such times and on such conditions as the Municipal Court prescribes.
- E. The Municipal Court's decision regarding a Parking Violation may be appealed pursuant to and in the manner provided by Wyoming law.

(Ord. __, § __, ____).

10.05.120 Failure to act regarding a Notice of Parking Violation – Vehicle Immobilization.

- A. *Definitions.* For the purposes of this Section, the following words and phrases shall have the following meanings:
 1. "Immobilize" or "Immobilization" means and includes the use of any device which may be attached or affixed to a vehicle and when so attached or affixed shall render the vehicle immovable.
 2. "Boot List" means and includes vehicles that are eligible for Immobilization because they have 3 or more Notices of Parking Violation for which the Owner failed to timely answer, failed to timely pay the fines due, failed to appear at a hearing set by the Municipal Court in connection with a Notice of Parking Violation, or a combination thereof.
 3. "Business Day" means 24 hours in a calendar day, excluding Saturday, Sunday, and legal holidays observed by the Town of Jackson.
- B. *Notice of impending Immobilization.* Prior to placing a vehicle on the Boot List, the Town Manager, or their designee, shall provide notice by regular mail to the Owner that a vehicle is subject to impending Immobilization and placement on the Boot List. The notice shall advise the Owner they may request a hearing regarding the impending Immobilization and placement on the Boot List

before the Municipal Court by submitting a written request to the Municipal Court. The hearing shall be limited to whether the vehicle is properly subject to impending Immobilization and placement on the Boot List and shall not review the underlying Parking Violations that caused the vehicle to be subject to impending Immobilization and placement on the Boot List. Failure to request or attend such a hearing shall be deemed a waiver of the right to the hearing.

- C. *Placement on the Boot List.* If, within 30 days of the date of the notice of impending Immobilization and placement on the Boot List, the Owner fails to respond or fails to request a hearing, the Town Manager, or their designee, shall place the vehicle on the Boot List. If the Owner responds to the notice, but later defaults in any way, the Town Manager, or their designee, shall place the vehicle on the Boot List. The Town Manager, or their designee, shall prepare and update the Boot List as frequently as practicable.
- D. *Removal from Boot List.* A vehicle shall remain on the Boot List until all outstanding fines and fees have been paid in full, or a payment plan has been arranged with the Municipal Court. If a payment plan is arranged, the vehicle shall be temporarily removed from the boot list until all outstanding fines and fees are paid in full. If there is a default in the payment plan, the vehicle shall be returned to the boot list without further notice. A vehicle returned to the Boot List for a second time for the same Parking Violations shall not again be eligible for a payment plan and must pay all outstanding fines and fees in full to be removed from the Boot List.
- E. *Authorization.* The Town Manager, or their designee, is authorized to Immobilize a vehicle found parked on any public property if the vehicle is on the Boot List and the notice requirements for impending immobilization have been met.
- F. *Immobilization.* A notice shall be attached to the vehicle at the time of Immobilization that contains the following information:
 - 1. The vehicle has been immobilized by the Town for 3 or more Notices of Parking Violation for which the Owner failed to timely answer, to timely pay the fines due, failed to appear at a hearing set by the Municipal Court in connection with a Notice of Parking Violation, or a combination thereof.
 - 2. Release from Immobilization may be obtained if all outstanding fines and fees are paid in full or a payment plan is arranged with the Municipal Court.
 - 3. The vehicle may be impounded if an Immobilization device is not removed from a vehicle within 3 days of the Immobilization, including the day the vehicle was Immobilized.
 - 4. It is unlawful for any person to remove or attempt to remove the Immobilization device, to damage the Immobilization device, to tamper with an Immobilization device, or to move the vehicle with the Immobilization device attached, unless authorized by the Town Manager, or their designee.
- G. *Release from immobilization.* The Town Manager, or their designee, shall release a vehicle from Immobilization if all outstanding fines and fees have been paid in full, or a payment plan is arranged with the Municipal Court. The vehicle shall be released from Immobilization promptly but no later than within one Business Day of payment or arrangement of a payment plan. If a payment plan is arranged, the vehicle shall be temporarily removed from the Boot List until all outstanding fines and fees are paid in full. If there is a default in the payment plan, the vehicle shall be returned to the Boot List without further notice. A vehicle returned to the Boot List for a second time for the same Parking Violations shall not again be eligible for a payment plan in the event of Immobilization.
- H. *Impoundment.* If an Immobilization device is not removed from a vehicle within 3 days of the immobilization, including the day the vehicle was Immobilized, the Town Manager, or their designee, may require the vehicle to be removed or cause it to be removed and towed in accordance with the towing and impoundment provisions of this Code.

- I. *Boot List fee.* A fee in an amount established by resolution shall be assessed for each time a vehicle is placed on the Boot List.
- J. *Alternate procedure.* The provisions of this Section are declared to provide an alternative manner for the enforcement of the provisions of this Code pertaining to parking violations and shall not preclude impoundment of the vehicle parked as otherwise authorized pursuant to this Code or any other method of enforcing the parking ordinances. The Town is entitled to collect the amount of any fines or fees incurred under this Chapter by means of any remedy available under applicable law, including referring the matter to a collection agency.

(Ord. __, § __, ____).

SECTION III.

All ordinances and parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION IV.

If any section, subsection, sentence, clause, phrase, or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed as a separate, distinct and independent provision and such holding shall not affect the validity of the remaining portions of the ordinance.

SECTION V.

This Ordinance shall become effective after its passage, approval, and publication.

PASSED 1ST READING THE ____ DAY OF _____, 2024.
PASSED 2ND READING THE ____ DAY OF _____, 2024.
PASSED AND APPROVED THE ____ DAY OF _____, 2024.

TOWN OF JACKSON

BY: _____
Hailey Morton Levinson, Mayor

ATTEST:

BY: _____
Riley Taylor, Town Clerk

ATTESTATION OF TOWN CLERK

STATE OF WYOMING)
) ss.
COUNTY OF TETON)

I hereby certify that the foregoing Ordinance No. was duly published in the Jackson Hole News and Guide, a newspaper of general circulation published in the Town of Jackson, Wyoming, on the ____ day of _____, 2024.

I further certify that the foregoing Ordinance was duly recorded on page _____ of Book _____ of Ordinances of the Town of Jackson, Wyoming.

Riley Taylor, Town Clerk

STAFF REPORT



Meeting Date:	August 19, 2024	Meeting Title:	Regular Town Council Meeting
Submitting Department:	Planning Department	Presenter:	Katelyn Page
Agenda Item:	Second Reading Ordinance J to update director titles in the LDRs (P24-042)	Public Comment:	Yes

Purpose & Policy Considerations.

To approve at Second Reading Ordinance J to update the Town of Jackson's Land Development Regulations (LDRs) regarding director titles.

Requested Action.

Request to approve at Second Reading Ordinance J which would modify the Town of Jackson's LDRs regarding director titles. Ordinance J would modify the following sections of the LDRs:

- 4.3.1 – All Planned Resort Zones
- 8.2.4 – Application Submittal
- 8.6.3 – Zoning Compliance Verification (ZCV)
- 8.7.4 – Planned Unit Development (PUD)
- 8.9.2 – Violations
- 8.9.4 – Abatement of Violations
- 8.10.1 – Community Development Director
- 8.10.2 – Planning Director
- 8.10.3 – Plan Review Committee

Recommendation.

The Planning Director recommends Council approve at second reading proposed Ordinance J as presented in this staff report.

Background.

At the July 15, 2024, Regular Council meeting, staff presented to Council a proposed LDR text amendment regarding director titles. Council directed staff to draft an ordinance for second reading at the next available opportunity. The July 15, 2024, staff report referencing P23-042 is attached hereto. First Reading of Ordinance J was completed at the August 5, 2024, Town Council meeting.

Public Comment.

No public comment has been received by staff at the time of this report.

Staff Findings.

Pursuant to Section 8.7.2 of the Town of Jackson Land Development Regulations, the advisability of amending the text of these LDRs is a matter committed to the legislative discretion of the Town Council and is not controlled by any one factor. In deciding to adopt, modify, or deny a proposed LDR Text Amendment the Town Council shall consider factors including, but not limited to, the extent to which the proposed amendment:

1. *Is consistent with the purposes and organization of the LDRs;*

Complies. The purposes of the LDRs per Division 1.3 are generally to implement the Comprehensive Plan and to promote the health, safety, and general welfare of the present and future inhabitants of the community. Staff finds the proposed amendment maintains this purpose but improves the organization of the LDRs to best reflect a change in the organizational structure of the Town of Jackson.

2. *Improves the consistency of the LDRs with other provisions of the LDRs;*

Complies. The proposed amendment updates Director titles and responsibilities to improve consistency across LDR Sections noted in this staff report and between the LDRs and the current organizational structure of the Town of Jackson.

3. *Provides flexibility for landowners within standards that clearly define desired character;*

Complies. The proposed amendment does not impact such flexibility for landowners but simply updates references to roles and responsibilities required of certain Town employees.

4. *Is necessary to address changing conditions, public necessity, and/or state or federal legislation;*

Complies. The amendment proposes to update Director titles and responsibilities to be reflective of the recent change in the Town of Jackson's organizational structure.

5. *Improves implementation of the Comprehensive Plan; and*

Not Applicable. Not applicable per Wyoming State statute.

6. *Is consistent with other adopted Town Ordinances.*

Complies. The proposed amendment does not conflict with any other Town Ordinances.

Fiscal Impact.

None identified at this time.

Staff Impact.

The amount of staff time to research and draft this proposed text amendment and ordinance is approximately 12 hours.

Attachments or Links.

Ordinance J Redline

Ordinance J Blackline

Staff Report P24-042 dated July 15, 2024

Suggested Motions.

I move to approve Ordinance J on second reading.

ORDINANCE J

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF TOWN OF JACKSON ORDINANCE NOS. 1196, 1257, AND 1258; SECTION 2 OF TOWN OF JACKSON ORDINANCE NOS. 1074 (PART) AND 1165; SECTION 3 OF TOWN OF JACKSON ORDINANCE NO. 1161; SECTIONS 10, 11, 15, AND 16 OF TOWN OF JACKSON ORDINANCE NO. 1165; AND SECTIONS 4.3.1, 8.2.4, 8.6.3, 8.7.4, 8.9.2, 8.9.4, 8.10.1, 8.10.2, AND 8.10.3 OF THE TOWN OF JACKSON LAND DEVELOPMENT REGULATIONS REGARDING THE COMMUNITY DEVELOPMENT DIRECTOR.

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

SECTION I.

Section 1 of Town of Jackson Ordinance Nos. 1196 and 1257; Section 2 of Town of Jackson Ordinance No. 1074 (part); Section 3 of Town of Jackson Ordinance No. 1161; and Section 4.3.1 of the Town of Jackson Land Development Regulations are hereby amended and reenacted to read as follows:

4.3.1. All Planned Resort Zones.

...

- E. **Procedure.** A Planned Resort master plan shall be reviewed pursuant to the standard procedures set forth for review of a PUD in Section 8.7.4. In addition, all Planned Resort master plans shall comply with the following procedural standards.

...

3. **Submittal Components.** A Planned Resort master plan application shall include all lands in a given resort area, as listed in subsection 4.3.1.B. The minimum requirements for a master plan application shall be established by the ~~Community Development~~Planning Director and shall include, but not be limited to:

...

(Ord. ____ § 1, 2024; Ord. 1257 § 1, 2020; Ord. 1196 § 1, 2018; Ord. 1161 § 3, 2017)

SECTION II.

Section 1 of Town of Jackson Ordinance No. 1258; Section 2 of Town of Jackson Ordinance Nos. 1074 (part) and 1165; Sections 10, 11, 15, and 16 of Town of Jackson Ordinance No. 1165; and Sections 8.2.4, 8.6.3, 8.7.4, 8.9.2, 8.9.4, 8.10.1, 8.10.2, and 8.10.3 of the Town of Jackson Land Development Regulations are hereby amended and reenacted to read as follows:

8.2.4. Application Submittal.

...

- D. **Application Consolidation.** The application review process is intended to encourage efficient processing. Applicants are encouraged to consolidate the review of concurrent applications for a single site to the extent practical. Appropriate application consolidation will be established at the pre-application conference or by the ~~Community Development Director along with the~~ Planning Director and may include the waiver of overlapping application requirements. The ~~Community Development Director along with the~~ Planning Director may require application consolidation where the information from one application is necessary to review the compliance of another application.

...

- F. **Significant Modifications.** If at any point during the review of an application ~~the Community Development Director along with~~ the Planning Director deems that revisions to the application are significant enough to render previous reviews incomplete or obsolete, ~~the Community Development Director along with~~ the Planning Director may declare that the revision is a resubmittal or a new application and declare the original application withdrawn. Such a declaration resets all review deadlines and processes, and ~~the Community Development Director along with~~ the Planning Director may assess a new application fee.

...

(Ord. ____ § 2, 2024; Ord. 1258 § 1, 2020; Ord. 1165 § 2, 2017)

8.6.3. Zoning Compliance Verification (ZCV).

...

- C. **Findings.** In order to issue a zoning compliance verification the ~~Community Development Director along with~~ the Planning Director shall find that the property, portion of the property, or attribute of the property in question:

...

(Ord. ____ § 2, 2024; Ord. 1258 § 1, 2020; Ord. 1165 § 10, 2017)

8.7.4. Planned Unit Development (PUD).

...

- F. **Expiration.**

...

2. **Effect of Expiration.** Upon expiration, all rights established by the master plan shall become null and void. The Town shall amend the Official Zoning Map pursuant Section 8.7.3 from PUD to the zone that existed on the land prior to the PUD approval. If the prior zone no longer exists, the ~~Community Development Director~~ Planning Director shall propose the appropriate zone in which to place the land.

...

(Ord. ____ § 2, 2024; Ord. 1258 § 1, 2020; Ord. 1165 § 11, 2017)

8.9.2. Violations.

...

- B. **Inspection.** The ~~Community Development Director along with the~~ Planning Director shall gain permission prior to entering onto land within the Town to inspect suspected violations of these LDRs.

...

(Ord. ____ § 2, 2024; Ord. 1258 § 1, 2020)

8.9.4. Abatement of Violations.

- A. **Purpose.** Violations of these LDRs may be abated at the election of ~~the Community Development Director along with~~ the Planning Director. This procedure shall not be the sole remedy available, and the Town may enforce these LDRs in any manner provided by law.

...

(Ord. ____ § 2, 2024; Ord. 1258 § 1, 2020; Ord. 1165 § 15, 2017)

8.10.1. Community Development Director. (Repealed)

- ~~A. **Creation and Appointment.** The Community Development Director shall be appointed by and serve at the pleasure of the Town Administrator.~~
- ~~B. **Jurisdiction, Authority, and Duties.** In addition to the jurisdiction, authority, and duties which may be conferred upon the Community Development Director by other provisions of the Jackson Municipal Code and the Town Council, the Community Development Director shall have the following jurisdiction, authorities, and duties under these LDRs:~~
- ~~1. To initiate or review, consider, and recommend to the Town Council a decision on the following legislative applications:~~
 - ~~a. LDR text amendments pursuant to Section 8.7.2;~~
 - ~~b. Zoning Map amendment pursuant to Section 8.7.3;~~
 - ~~c. Planned Unit Development pursuant to Section 8.7.4.~~
 - ~~2. To review the effectiveness of these LDRs and the Official Zoning Map in implementing the Comprehensive Plan; and~~
 - ~~3. To lead and provide recommendations to the Town Council on strategic, longrange planning efforts on behalf of the Town including but not limited to the Comprehensive Plan, Integrated Transportation Plan, Housing Action Plan, etc.~~
- ~~C. **Delegation.** Any authority or duty of the Community Development Director may be delegated to a professional level employee of the Community Development Department or Planning Department, unless specified otherwise by these LDRs.~~

(Ord. ____ § 2, 2024; Ord. 1258 § 1, 2020)

8.10.2. Planning and Building Director.

- A. **Creation and Appointment.** The Planning and Building Director (hereinafter "Planning Director") shall be the agency head of the Planning and Building Department and shall be appointed by and serve at the pleasure of the Town Administrator.
- B. **Jurisdiction, Authority, and Duties.** In addition to the jurisdiction, authority, and duties which may be conferred upon the Planning Director by other provisions of the Jackson Municipal Code and the Town Council, the Planning Director shall have the following jurisdiction, authorities, and duties under these LDRs:

...

10. To initiate or review, consider, and recommend to the Town Council a decision on the following legislative applications:
- a. LDR text amendments pursuant to Section 8.7.2;

b. Zoning Map amendment pursuant to Section 8.7.3;

c. Planned Unit Development pursuant to Section 8.7.4.

11. To review the effectiveness of these LDRs and the Official Zoning Map in implementing the Comprehensive Plan; and

12. To lead and provide recommendations to the Town Council on strategic, long-range planning efforts on behalf of the Town including but not limited to the Comprehensive Plan, Integrated Transportation Plan, Housing Action Plan, etc.

~~103.~~ To initiate actions to revoke permits where the physical development, use, or development option is not in compliance with the terms and conditions of the permit;

~~144.~~ To initiate requests to the Town Attorney to institute proceedings against the violators of these LDRs;

~~125.~~ To undertake the day-to-day administration of the LDRs;

~~136.~~ To serve as the Secretary to the Planning and Zoning Commission/Board of Adjustment pursuant to the terms of the LDRs; and

~~147.~~ To take such other action and perform such other duties as may be provided for in the LDRs.

...

(Ord. ____ § 2, 2024; Ord. 1258 § 1, 2020)

8.10.3. Plan Review Committee.

A. **Purpose.** The purpose of the Plan Review Committee (PRC) is to advise and assist the Planning Director ~~and Community Development Director~~ in reviewing, making recommendations, and deciding applications by providing technical assistance regarding compliance with the LDRs.

...

(Ord. ____ § 2, 2024; Ord. No. 1258 § 1, 2020; Ord. 1165 § 16, 2017)

SECTION III.

All ordinances and parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION IV.

If any section, subsection, sentence, clause, phrase, or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed as a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portions of the ordinance.

SECTION V.

This Ordinance shall become effective after its passage, approval, and publication.

PASSED 1ST READING THE ____ DAY OF _____, 2024.

PASSED 2ND READING THE ____ DAY OF _____, 2024.

PASSED AND APPROVED THE ____ DAY OF _____, 2024.

TOWN OF JACKSON

BY: _____
Hailey Morton Levinson, Mayor

ATTEST:

BY: _____
Riley Taylor, Town Clerk

ATTESTATION OF TOWN CLERK

STATE OF WYOMING)
) ss.
COUNTY OF TETON)

I hereby certify that the foregoing Ordinance No. ____ was duly published in the Jackson Hole News and Guide, a newspaper of general circulation published in the Town of Jackson, Wyoming, on the _____ day of _____, 2024.

I further certify that the foregoing Ordinance was duly recorded on page _____ of Book _____ of Ordinances of the Town of Jackson, Wyoming.

Riley Taylor, Town Clerk

ORDINANCE J

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF TOWN OF JACKSON ORDINANCE NOS. 1196, 1257, AND 1258; SECTION 2 OF TOWN OF JACKSON ORDINANCE NOS. 1074 (PART) AND 1165; SECTION 3 OF TOWN OF JACKSON ORDINANCE NO. 1161; SECTIONS 10, 11, 15, AND 16 OF TOWN OF JACKSON ORDINANCE NO. 1165; AND SECTIONS 4.3.1, 8.2.4, 8.6.3, 8.7.4, 8.9.2, 8.9.4, 8.10.1, 8.10.2, AND 8.10.3 OF THE TOWN OF JACKSON LAND DEVELOPMENT REGULATIONS REGARDING THE COMMUNITY DEVELOPMENT DIRECTOR.

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

SECTION I.

Section 1 of Town of Jackson Ordinance Nos. 1196 and 1257; Section 2 of Town of Jackson Ordinance No. 1074 (part); Section 3 of Town of Jackson Ordinance No. 1161; and Section 4.3.1 of the Town of Jackson Land Development Regulations are hereby amended and reenacted to read as follows:

4.3.1. All Planned Resort Zones.

...

- E. **Procedure.** A Planned Resort master plan shall be reviewed pursuant to the standard procedures set forth for review of a PUD in Section 8.7.4. In addition, all Planned Resort master plans shall comply with the following procedural standards.

...

3. **Submittal Components.** A Planned Resort master plan application shall include all lands in a given resort area, as listed in subsection 4.3.1.B. The minimum requirements for a master plan application shall be established by the Planning Director and shall include, but not be limited to:

...

(Ord. ____ § 1, 2024; Ord. 1257 § 1, 2020; Ord. 1196 § 1, 2018; Ord. 1161 § 3, 2017)

SECTION II.

Section 1 of Town of Jackson Ordinance No. 1258; Section 2 of Town of Jackson Ordinance Nos. 1074 (part) and 1165; Sections 10, 11, 15, and 16 of Town of Jackson Ordinance No. 1165; and Sections 8.2.4, 8.6.3, 8.7.4, 8.9.2, 8.9.4, 8.10.1, 8.10.2, and 8.10.3 of the Town of Jackson Land Development Regulations are hereby amended and reenacted to read as follows:

8.2.4. Application Submittal.

...

- D. **Application Consolidation.** The application review process is intended to encourage efficient processing. Applicants are encouraged to consolidate the review of concurrent applications for a single site to the extent practical. Appropriate application consolidation will be established at the pre-application conference or by the Planning Director and may include the waiver of overlapping application requirements. The Planning Director may require application consolidation where the information from one application is necessary to review the compliance of another application.

...

- F. **Significant Modifications.** If at any point during the review of an application the Planning Director deems that revisions to the application are significant enough to render previous reviews incomplete or obsolete, the Planning Director may declare that the revision is a resubmittal or a new application and declare the original application withdrawn. Such a declaration resets all review deadlines and processes, and the Planning Director may assess a new application fee.

...

(Ord. ____ § 2, 2024; Ord. 1258 § 1, 2020; Ord. 1165 § 2, 2017)

8.6.3. Zoning Compliance Verification (ZCV).

...

- C. **Findings.** In order to issue a zoning compliance verification the Planning Director shall find that the property, portion of the property, or attribute of the property in question:

...

(Ord. ____ § 2, 2024; Ord. 1258 § 1, 2020; Ord. 1165 § 10, 2017)

8.7.4. Planned Unit Development (PUD).

...

- F. **Expiration.**

...

2. **Effect of Expiration.** Upon expiration, all rights established by the master plan shall become null and void. The Town shall amend the Official Zoning Map pursuant Section 8.7.3 from PUD to the zone that existed on the land prior to the PUD approval. If the prior zone no longer exists, the Planning Director shall propose the appropriate zone in which to place the land.

...

(Ord. ____ § 2, 2024; Ord. 1258 § 1, 2020; Ord. 1165 § 11, 2017)

8.9.2. Violations.

...

- B. **Inspection.** The Planning Director shall gain permission prior to entering onto land within the Town to inspect suspected violations of these LDRs.

...

(Ord. ____ § 2, 2024; Ord. 1258 § 1, 2020)

8.9.4. Abatement of Violations.

- A. **Purpose.** Violations of these LDRs may be abated at the election of the Planning Director. This procedure shall not be the sole remedy available, and the Town may enforce these LDRs in any manner provided by law.

...

(Ord. ____ § 2, 2024; Ord. 1258 § 1, 2020; Ord. 1165 § 15, 2017)

8.10.1. Community Development Director. (Repealed)

(Ord. ____ § 2, 2024; Ord. 1258 § 1, 2020)

8.10.2. Planning and Building Director.

- A. Creation and Appointment. The Planning and Building Director (hereinafter “Planning Director”) shall be the agency head of the Planning and Building Department and shall be appointed by and serve at the pleasure of the Town Administrator.
- B. Jurisdiction, Authority, and Duties. In addition to the jurisdiction, authority, and duties which may be conferred upon the Planning Director by other provisions of the Jackson Municipal Code and the Town Council, the Planning Director shall have the following jurisdiction, authorities, and duties under these LDRs:

...

- 10. To initiate or review, consider, and recommend to the Town Council a decision on the following legislative applications:
 - a. LDR text amendments pursuant to Section 8.7.2;
 - b. Zoning Map amendment pursuant to Section 8.7.3;
 - c. Planned Unit Development pursuant to Section 8.7.4.
- 11. To review the effectiveness of these LDRs and the Official Zoning Map in implementing the Comprehensive Plan; and
- 12. To lead and provide recommendations to the Town Council on strategic, long-range planning efforts on behalf of the Town including but not limited to the Comprehensive Plan, Integrated Transportation Plan, Housing Action Plan, etc.
- 13. To initiate actions to revoke permits where the physical development, use, or development option is not in compliance with the terms and conditions of the permit;
- 14. To initiate requests to the Town Attorney to institute proceedings against the violators of these LDRs;
- 15. To undertake the day-to-day administration of the LDRs;
- 16. To serve as the Secretary to the Planning and Zoning Commission/Board of Adjustment pursuant to the terms of the LDRs; and
- 17. To take such other action and perform such other duties as may be provided for in the LDRs.

...

(Ord. ____ § 2, 2024; Ord. 1258 § 1, 2020)

8.10.3. Plan Review Committee.

- A. **Purpose.** The purpose of the Plan Review Committee (PRC) is to advise and assist the Planning Director in reviewing, making recommendations, and deciding applications by providing technical assistance regarding compliance with the LDRs.

...

(Ord. ____ § 2, 2024; Ord. No. 1258 § 1, 2020; Ord. 1165 § 16, 2017)

SECTION III.

All ordinances and parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION IV.

If any section, subsection, sentence, clause, phrase, or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed as a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portions of the ordinance.

SECTION V.

This Ordinance shall become effective after its passage, approval, and publication.

PASSED 1ST READING THE ____ DAY OF _____, 2024.

PASSED 2ND READING THE ____ DAY OF _____, 2024.

PASSED AND APPROVED THE ____ DAY OF _____, 2024.

TOWN OF JACKSON

BY: _____

Hailey Morton Levinson, Mayor

ATTEST:

BY: _____

Riley Taylor, Town Clerk

ATTESTATION OF TOWN CLERK

STATE OF WYOMING)
) ss.
COUNTY OF TETON)

I hereby certify that the foregoing Ordinance No. ____ was duly published in the Jackson Hole News and Guide, a newspaper of general circulation published in the Town of Jackson, Wyoming, on the ____ day of _____, 2024.

I further certify that the foregoing Ordinance was duly recorded on page _____ of Book _____ of Ordinances of the Town of Jackson, Wyoming.

Riley Taylor, Town Clerk

STAFF REPORT



Meeting Date:	July 15, 2024	Meeting Title:	Regular Town Council Meeting
Submitting Department:	Planning Department	Presenter:	Paul Anthony
Agenda Item:	P24-042: Request for an LDR Text Amendment to replace the title of Community Development Director and to introduce the title of Planning and Building Director	Public Comment:	Yes

Purpose & Policy Considerations.

All Text Amendments to the Town of Jackson Land Development Regulations (LDRs) require review and recommendation by the Planning Commission according to LDR Section 8.7.2. The Town Council makes the final decision on all LDR Text Amendments.

Requested Action.

This is a staff-initiated request. Staff proposes a Text Amendment to the Town of Jackson LDRs to repeal occurrences of the title “Community Development Director” and to introduce the title of “Planning and Building Director.” The proposed amendment would modify the following LDR Sections:

- 4.3.1 – All Planned Resort Zones
- 8.2.4 – Application Submittal
- 8.6.3 – Zoning Compliance Verification (ZCV)
- 8.7.4 – Planned Unit Development (PUD)
- 8.9.2 – Violations
- 8.9.4 – Abatement of Violations
- 8.10.1 – Community Development Director
- 8.10.2 – Planning Director
- 8.10.3 – Plan Review Committee

Recommendation.

The Planning Director recommends **approval** of LDR Text Amendment P24-042 as presented in this staff report.

Key Policy Question.

Staff has not identified any key policy questions for consideration at this time.

Background.

In early 2024, the Town of Jackson underwent an organizational restructuring that impacted various positions, titles, and responsibilities. The position of Community Development Director (CDD) was eliminated along with the Community Planning Department. The position of Planning Director was expanded to become “Planning and Building Director” to oversee operations of both those departments and to assume some responsibilities previously given to the CDD. This change essentially returns this position to the same responsibilities it had prior to the creation of the Community Development Department.

Proposed Amendment

This staff initiated proposed Text Amendment seeks to align references of the titles and functions currently found within the LDRs for CDD and Planning Director to the new organizational structure of the Town of Jackson.

Please refer to the attached redline ordinance reading for the specific language as the below table summarizes the proposed changes.

LDR Section	Regarding	Current Language	Proposed Language
4.3.1.E.3	Submittal requirements for master plan (resort zones) applications	References role of CDD	Deletes CDD and replaces with Planning Director if that title is not currently mentioned
8.2.4.D-F	Common procedural standards for application submittal and review		
8.6.3.C	Findings for Zoning Compliance Verifications		
8.7.4.F.2	Effect of Expiration of a Planned Unit Development (PUD)		
8.9.2.B	Inspections of Violations of these LDRs		
8.9.4.A	Abatement of Violations of these LDRs		
8.10.3	Plan Review Committee		
8.10.1	Community Development Director	Describes title and responsibility of CDD	Repeals this section in its entirety
8.10.2	Planning Director	References role of Planning Director	Expands title of Planning Director to Planning and Building Director and adds responsibilities previously given to the CDD under LDR Sec. 8.10.1 (to be repealed)

Analysis.

Staff recommend approval of all proposed changes. The proposed amendment will align outdated titles and responsibilities of the CDD and Planning Director to improve both the organization and consistency of the LDRs. These updates address a change in the organizational structure of the Town of Jackson. Staff find the proposed amendment meets the findings of approval required by LDR Sec. 8.7.2 as described below.

Planning Commission.

The Planning Commission reviewed this item at the April 17, 2024, meeting and recommended unanimous approval to Town Council by a vote of (6-0).

Public Comment.

No public comment has been received by staff at the time of this report.

Staff Findings.

Pursuant to Section 8.7.2 of the Town of Jackson Land Development Regulations, the advisability of amending the text of these LDRs is a matter committed to the legislative discretion of the Town Council and is not controlled by any one factor. In deciding to adopt, modify, or deny a proposed LDR Text Amendment the Town Council shall consider factors including, but not limited to, the extent to which the proposed amendment:

1. *Is consistent with the purposes and organization of the LDRs;*

Complies. The purposes of the LDRs per Division 1.3 are generally to implement the Comprehensive Plan and to promote the health, safety, and general welfare of the present and future inhabitants of the community. Staff finds the proposed amendment maintains this purpose but improves the organization of the LDRs to best reflect a change in the organizational structure of the Town of Jackson.

2. *Improves the consistency of the LDRs with other provisions of the LDRs;*

Complies. The proposed amendment updates Director titles and responsibilities to improve consistency across LDR Sections noted in this staff report and between the LDRs and the current organizational structure of the Town of Jackson.

3. *Provides flexibility for landowners within standards that clearly define desired character;*

Complies. The proposed amendment does not impact such flexibility for landowners but simply updates references to roles and responsibilities required of certain Town employees.

4. *Is necessary to address changing conditions, public necessity, and/or state or federal legislation;*

Complies. The amendment proposes to update Director titles and responsibilities to be reflective of the recent change in the Town of Jackson's organizational structure.

5. *Improves implementation of the Comprehensive Plan; and*

Not Applicable. Not applicable per Wyoming State statute.

6. *Is consistent with other adopted Town Ordinances.*

Complies. The proposed amendment does not conflict with any other Town Ordinances.

Fiscal Impact.

None.

Staff Impact.

The amount of Staff time to review this Text Amendment, including research and report drafting, is approximately 10 hours.

Attachments or Links.

Ordinance Redline Draft

Ordinance Clean Draft

Department Reviews

Suggested Motion.

I move to **approve** LDR Text Amendment P24-042 based upon the findings presented in the staff report, the departmental reviews, minor changes by staff, and subject to this staff report dated July 15, 2024.

STAFF REPORT



Meeting Date:	August 19, 2024	Meeting Title:	Regular Town Council Meeting
Submitting Department:	Planning Department	Presenter:	Katelyn Page
Agenda Item:	Second Reading Ordinance K to Sections Referencing Noise Standards in the LDRs (P24-043)	Public Comment:	Yes

Purpose & Policy Considerations.

To approve at Second Reading Ordinance K to update the Town of Jackson's Land Development Regulations (LDRs) regarding noise standards.

Requested Action.

Request to approve at Second Reading Ordinance K which would modify the Town of Jackson's LDRs regarding noise standards. Ordinance K would modify the following sections of the LDRs:

- 2.2.2 through 2.2.17 – Neighborhood Low Density-1 (NL-1) through Town Square-2 (TS-2)
- 2.3.10 – Business Park (BP)
- 2.3.13 – Mobile Home Park (MHP)
- 3.3.1 – Rural Residential-Town (R)
- 4.2.1 – Public/Semi-Public—Town (P/SP)
- 4.2.2 – Park and Open Space—Town (P)
- 6.1.10 – Transportation and Infrastructure Uses
- 6.4.3 – Noise

Recommendation.

The Planning Director recommends Council approve at second reading proposed Ordinance K as presented in this staff report.

Background.

At the July 15, 2024, Regular Council meeting, staff presented to Council a proposed LDR text amendment regarding updates to noise standards. Council directed staff to draft an ordinance for second reading at the next available opportunity. The July 15, 2024, staff report referencing P23-043 is attached hereto. First Reading of Ordinance K was completed at the August 5, 2024, Town Council meeting.

Public Comment.

No public comment has been received by staff at the time of this report.

Staff Findings.

Pursuant to Section 8.7.2 of the Town of Jackson Land Development Regulations, the advisability of amending the text of these LDRs is a matter committed to the legislative discretion of the Town Council and is not controlled by any one factor. In deciding to adopt, modify, or deny a proposed LDR Text Amendment the Town Council shall consider factors including, but not limited to, the extent to which the proposed amendment:

1. *Is consistent with the purposes and organization of the LDRs;*

Complies. The purposes of the LDRs per Division 1.3 are generally to implement the Comprehensive Plan and to promote the health, safety, and general welfare of the present and future inhabitants of the community. Staff finds the proposed amendment maintains this purpose but clarifies the organization of the LDRs to best reflect the adoption of Ordinance 1317 which updated noise standards in the Jackson Municipal Code.

2. *Improves the consistency of the LDRs with other provisions of the LDRs;*

Complies. The proposed amendment improves consistency of the LDRs. The proposed text consolidates references to noise standards to fewer sections then defers regulation and enforcement to the Municipal Code. Previous inconsistencies or errors in the LDR text for noise standards have been rectified through this process.

3. *Provides flexibility for landowners within standards that clearly define desired character;*

Complies. The proposed amendment maintains landowners' flexibility and shifts the regulation and enforcement of noise standards from the Land Development Regulations to the Jackson Municipal Code.

4. *Is necessary to address changing conditions, public necessity, and/or state or federal legislation;*

Complies. The proposed amendment responds to adopted changes in the Jackson Municipal Code as part of Ordinance 1317.

5. *Improves implementation of the Comprehensive Plan; and*

Not Applicable. Not applicable per Wyoming State statute.

6. *Is consistent with other adopted Town Ordinances.*

Complies. The proposed amendment provides consistency between the LDRs and the Jackson Municipal Code which currently have duplicative noise standards.

Fiscal Impact.

None identified at this time.

Staff Impact.

The amount of staff time to research and draft this proposed text amendment and ordinance is approximately 12 hours.

Attachments or Links.

Ordinance K Redline

Ordinance K Blackline

Staff Report P24-043 dated July 15, 2024

Suggested Motions.

I move to approve Ordinance K on second reading.

ORDINANCE ____

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF TOWN OF JACKSON ORDINANCE NOS. 1094, 1110, 1136, 1149, 1152, 1159, 1160, 1161, 1170, 1196, 1197, 1198, 1210 THROUGH 1222, 1273, 1278, 1299, 1313, 1314, 1316, 1324, 1338, AND 1343; SECTION 2 OF TOWN OF JACKSON ORDINANCE NOS. 1074 (PART), 1122, 1139, AND 1161; SECTIONS 3 THROUGH 13 OF TOWN OF JACKSON ORDINANCE NO. 1348; SECTION 4 OF TOWN OF JACKSON ORDINANCE NO. 1125; SECTION 8 OF TOWN OF JACKSON ORDINANCE NO. 1163; SECTION 11 OF TOWN OF JACKSON ORDINANCE NOS. 1111 AND 1159; SECTION 14 OF TOWN OF JACKSON ORDINANCE NO. 1111; SECTION 18 THROUGH 20 OF TOWN OF JACKSON ORDINANCE NO. 1111; AND SECTIONS 2.2.2 THROUGH 2.2.17, 2.3.10, 2.3.13, 3.3.1, 4.2.1, 4.2.2, 6.1.10, AND 6.4.3 OF THE TOWN OF JACKSON LAND DEVELOPMENT REGULATIONS REGARDING NOISE.

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

SECTION I.

Section 1 of Town of Jackson Ordinance Nos. 1136, 1149, 1159, 1170, 1196, 1197, 1198, 1210, 1211, 1212, 1213, 1214, 1215, 1216, 1217, 1218, 1219, 1220, 1221, 1222, 1273, 1278, 1299, 1313, 1316, 1324, 1338, and 1343; Section 2 of Town of Jackson Ordinance Nos. 1074 (part) and 1222; Section 3 of Town of Jackson Ordinance No. 1348; Section 4 of Town of Jackson Ordinance No. 1348; Section 5 of Town of Jackson Ordinance No. 1348; Section 6 of Town of Jackson Ordinance No. 1348; Section 7 of Town of Jackson Ordinance No. 1348; Section 8 of Town of Jackson Ordinance No. 1348; Section 9 of Town of Jackson Ordinance No. 1348; Section 10 of Town of Jackson Ordinance No. 1348; Section 11 of Town of Jackson Ordinance Nos. 1111, 1159, and 1348; Section 12 of Town of Jackson Ordinance No. 1348; Section 14 of Town of Jackson Ordinance No. 1111; and Sections 2.2.2, 2.2.3, 2.2.4, 2.2.5, 2.2.6, 2.2.7, 2.2.8, 2.2.9, 2.2.10, 2.2.11, 2.2.12, 2.2.13, 2.2.14, 2.2.15, 2.2.16, 2.2.17, 2.3.10, and 2.3.13 of the Town of Jackson Land Development Regulations are hereby amended and reenacted to read as follows:

2.2.2. NL-1: Neighborhood Low Density-1.

...

- C. **Allowed Uses and Use Standards.** Standards applicable to uses in the NL-1 zone are provided or referenced below. Allowed uses are listed in Subsection 1. Uses that are not listed are prohibited, unless a similar use determination is made pursuant to subsection 6.1.2.D. Where a cross reference is provided, please see the referenced division or section for additional standards applicable in the NL-1 zone. This Subsection is intended to indicate all of the use standards applicable in the NL-1 zone, however, all standards in Article 6 are applicable in the NL-1 zone, unless stated otherwise.

...

3. Operational Standards
Outdoor Storage(Sec. 6.4.1)
Refuse and Recycling(Sec. 6.4.2)
Trash & recycling enclosure required > 4 DUs and all nonresidential
Noise(Sec. 6.4.3)
—Sound level at property line (max) 65 DBA
Vibration(Sec. 6.4.4)

Electrical Disturbances (Sec. 6.4.5)
Fire and Explosive Hazards (Sec. 6.4.6)

...

(Ord. ____ § 1, 2024; Ord. 1348 § 3, 2023; Ord. 1324 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1210 § 1, 2019; Ord. 1197 § 1, 2018; Ord. 1196 § 1, 2018; Ord. 1159 § 1, 2017; Ord. 1149 § 1, 2016; Ord. 1136 § 1, 2016; Ord. 1122 § 2, 2016)

2.2.3. NL-2: Neighborhood Low Density-2.

...

- C. **Allowed Uses and Use Standards.** Standards applicable to uses in the NL-2 zone are provided or referenced below. Allowed uses are listed in Subsection 1. Uses that are not listed are prohibited, unless a similar use determination is made pursuant to subsection 6.1.2.D. Where a cross reference is provided, please see the referenced division or section for additional standards applicable in the NL-2 zone. This subsection is intended to indicate all of the use standards applicable in the NL-2 zone, however, all standards in Article 6 are applicable in the NL-2 zone, unless stated otherwise.

...

3. Operational Standards
Outdoor Storage (Sec. 6.4.1)
Refuse and Recycling (Sec. 6.4.2)
Trash & recycling enclosure required > 4 DUs and all nonresidential
Noise (Sec. 6.4.3)
—Sound level at property line (max) 65 DBA
Vibration (Sec. 6.4.4)
Electrical Disturbances (Sec. 6.4.5)
Fire and Explosive Hazards (Sec. 6.4.6)

(Ord. ____ § 1, 2024; Ord. 1348 § 4, 2023; Ord. 1324 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1211 § 1, 2019; Ord. 1197 § 1, 2018; Ord. 1196 § 1, 2018; Ord. 1159 § 1, 2017; Ord. 1149 § 1, 2016; Ord. 1136 § 1, 2016; Ord. 1122 § 2, 2016)

2.2.4. NL-3: Neighborhood Low Density-3.

...

- C. **Allowed Uses and Use Standards.** Standards applicable to uses in the NL-3 zone are provided or referenced below. Allowed uses are listed in Subsection 1. Uses that are not listed are prohibited, unless a similar use determination is made pursuant to subsection 6.1.2.D. Where a cross reference is provided, please see the referenced division or section for additional standards applicable in the NL-3 zone. This subsection is intended to indicate all of the use standards applicable in the NL-3 zone, however, all standards in Article 6 are applicable in the NL-3 zone, unless stated otherwise.

...

3. Operational Standards
Outdoor Storage (Sec. 6.4.1)

Refuse and Recycling (Sec. 6.4.2)
Trash & recycling enclosure not required
Noise (Sec. 6.4.3)
—Sound level at property line (max) 65 DBA
Vibration (Sec. 6.4.4)
Electrical Disturbances (Sec. 6.4.5)
Fire and Explosive Hazards (Sec. 6.4.6)

...

(Ord. ____ § 1, 2024; Ord. 1348 § 5, 2023; Ord. 1324 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1212 § 1, 2019; Ord. 1197 § 1, 2018; Ord. 1196 § 1, 2018; Ord. 1159 § 1, 2017; Ord. 1149 § 1, 2016; Ord. 1136 § 1, 2016; Ord. 1122 § 2, 2016)

2.2.5. NL-4: Neighborhood Low Density-4.

...

- C. **Allowed Uses and Use Standards.** Standards applicable to uses in the NL-4 zone are provided or referenced below. Allowed uses are listed in Subsection 1. Uses that are not listed are prohibited, unless a similar use determination is made pursuant to subsection 6.1.2.D. Where a cross reference is provided, please see the referenced division or section for additional standards applicable in the NL-4 zone. This subsection is intended to indicate all of the use standards applicable in the NL-4 zone, however, all standards in Article 6 are applicable in the NL-4 zone, unless stated otherwise.

...

3. Operational Standards
Outdoor Storage (Sec. 6.4.1)
Refuse and Recycling (Sec. 6.4.2)
Trash & recycling enclosure not required
Noise (Sec. 6.4.3)
—Sound level at property line (max) 65 DBA
Vibration (Sec. 6.4.4)
Electrical Disturbances (Sec. 6.4.5)
Fire and Explosive Hazards (Sec. 6.4.6)

...

(Ord. ____ § 1, 2024; Ord. 1348 § 6, 2023; Ord. 1324 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1213 § 1, 2019; Ord. 1197 § 1, 2018; Ord. 1196 § 1, 2018; Ord. 1159 § 1, 2017; Ord. 1149 § 1, 2016; Ord. 1136 § 1, 2016; Ord. 1122 § 2, 2016)

2.2.6. NL-5: Neighborhood Low Density-5.

...

- C. **Allowed Uses and Use Standards.** Standards applicable to uses in the NL-5 zone are provided or referenced below. Allowed uses are listed in Subsection 1. Uses that are not listed are prohibited, unless a similar use determination is made pursuant to subsection 6.1.2.D. Where a cross reference is provided, please see the referenced division or section for additional standards applicable in the

NL-5 zone. This subsection is intended to indicate all of the use standards applicable in the NL-5 zone, however, all standards in Article 6 are applicable in the NL-5 zone, unless stated otherwise.

...

3. Operational Standards
Outdoor Storage (Sec. 6.4.1)
Refuse and Recycling (Sec. 6.4.2)
Trash & recycling enclosure required > 4 DUs and all nonresidential
Noise(Sec. 6.4.3)
—Sound level at property line (max) 65 DBA
Vibration (Sec. 6.4.4)
Electrical Disturbances (Sec. 6.4.5)
Fire and Explosive Hazards (Sec. 6.4.6)

...

(Ord. ____ § 1, 2024; Ord. 1348 § 7, 2023; Ord. 1338 § 1, 2023; Ord. 1324 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1299 § 1, 2021; Ord. 1214 § 1, 2019; Ord. 1197 § 1, 2018)

2.2.7. NM-1: Neighborhood Medium Density-1.

...

- C. **Allowed Uses and Use Standards.** Standards applicable to uses in the NM-1 zone are provided or referenced below. Allowed uses are listed in Subsection 1. Uses that are not listed are prohibited, unless a similar use determination is made pursuant to subsection 6.1.2.D. Where a cross reference is provided, please see the referenced division or section for additional standards applicable in the NM-1 zone. This subsection is intended to indicate all of the use standards applicable in the NM-1 zone, however, all standards in Article 6 are applicable in the NM-1 zone, unless stated otherwise.

...

3. Operational Standards
Outdoor Storage (Sec. 6.4.1)
Refuse and Recycling (Sec. 6.4.2)
Trash & recycling enclosure not required > 4 DUs and all nonresidential
Noise(Sec. 6.4.3)
—Sound level at property line (max) 65 DBA
Vibration (Sec. 6.4.4)
Electrical Disturbances (Sec. 6.4.5)
Fire and Explosive Hazards (Sec. 6.4.6)

...

(Ord. ____ § 1, 2024; Ord. 1348 § 8, 2023; Ord. 1324 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1215 § 1, 2019; Ord. 1197 § 1, 2018)

2.2.8. NM-2: Neighborhood Medium Density-2.

...

- C. **Use Standards.** Standards applicable to uses in the NM-2 zone are provided or referenced below. Allowed uses are listed in Subsection 1. Uses that are not listed are prohibited, unless a similar use

determination is made pursuant to subsection 6.1.2.D. Where a cross reference is provided, please see the referenced division or section for additional standards applicable in the NM-2 zone. This Subsection is intended to indicate all of the use standards applicable in the NM-2 zone, however, all standards in Article 6 are applicable in the NM-2 zone, unless stated otherwise.

...

3. Operational Standards
Outdoor Storage(Sec. 6.4.1)
Refuse and Recycling(Sec. 6.4.2)
Trash & recycling enclosure not required > 4 DUs and all nonresidential
Noise(Sec. 6.4.3)
— Sound level at property line (max) 65 DBA
Vibration(Sec. 6.4.4)
Electrical Disturbances(Sec. 6.4.5)
Fire and Explosive Hazards(Sec. 6.4.6)

...

(Ord. ____ § 1, 2024; Ord. 1348 § 9, 2023; Ord. 1324 § 1, 2022; Ord. 1316 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1216 § 1, 2019; Ord. 1197 § 1, 2018)

2.2.9. NH-1: Neighborhood High Density 1.

...

- C. **Use Standards.** Standards applicable to uses in the NH-1 zone are provided or referenced below. Allowed uses are listed in Subsection 1. Uses that are not listed are prohibited, unless a similar use determination is made pursuant to subsection 6.1.2.D. Where a cross reference is provided, please see the referenced division or section for additional standards applicable in the NH-1 zone. This Subsection is intended to indicate all of the use standards applicable in the NH-1 zone, however, all standards in Article 6 are applicable in the NH-1 zone, unless stated otherwise.

...

3. Operational Standards
Outdoor Storage(Sec. 6.4.1)
Refuse and Recycling(Sec. 6.4.2)
Trash & recycling enclosure not required > 4 DUs and all nonresidential
Noise(Sec. 6.4.3)
— Sound level at property line (max) 65 DBA
Vibration(Sec. 6.4.4)
Electrical Disturbances(Sec. 6.4.5)
Fire and Explosive Hazards(Sec. 6.4.6)

...

(Ord. ____ § 1, 2024; Ord. 1348 § 10, 2023; Ord. 1343 § 1, 2023; Ord. 1324 § 1, 2022; Ord. 1316 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1217 § 1, 2019; Ord. 1197 § 1, 2018)

2.2.10. OR: Office Residential.

...

- C. **Use Standards.** Standards applicable to use are provided below. Where a cross-reference is listed see the referenced division or section for additional standards. Allowed uses are listed in subsection 1. Uses that are not listed are prohibited unless a similar use determination is made pursuant to subsection 6.1.2.C. All standards in Article 6 are applicable unless stated otherwise.

...

3. Operational Standards
Outdoor Storage (Sec. 6.4.1)
Refuse and Recycling (Sec. 6.4.2)
Trash & recycling enclosure not required > 4 DUs and all nonresidential
Noise (Sec. 6.4.3)
—Sound level at property line (max) 65 DBA
Vibration (Sec. 6.4.4)
Electrical Disturbances (Sec. 6.4.5)
Fire and Explosive Hazards (Sec. 6.4.6)

...

(Ord. ____ § 1, 2024; Ord. 1348 § 11, 2023; Ord. 1324 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1278 § 1, 2021; Ord. 1218 § 1, 2019; Ord. 1198 § 1, 2018)

2.2.11. CR-1: Commercial Residential-1.

...

- C. **Use Standards.** Standards applicable to use are provided below. Where a cross-reference is listed see the referenced division or section for additional standards. Allowed uses are listed in subsection 1. Uses that are not listed are prohibited unless a similar use determination is made pursuant to 6.1.2.C. All standards in Article 6 are applicable unless stated otherwise.

...

3. Operational Standards
Outdoor Storage (Sec. 6.4.1)
Outdoor Storage Prohibited
Freestanding storage units (trailers, sheds, "Bully Barns", tarpaulin structures, etc) not made a permanent part of a structure Prohibited
Refuse and Recycling (Sec. 6.4.2)
Trash & recycling enclosure required > 4 DUs and all nonresidential
Noise (Sec. 6.4.3)
—Sound level at property line (max) 65 DBA
Vibration (Sec. 6.4.4)
Electrical Disturbances (Sec. 6.4.5)
Fire and Explosive Hazards (Sec. 6.4.6)

...

(Ord. ____ § 1, 2024; Ord. 1324 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1219 § 1, 2019; Ord. 1198 § 1, 2018)

2.2.12. CR-2: Commercial Residential-2.

...

- C. **Use Standards.** Standards applicable to use are provided below. Where a cross-reference is listed see the referenced division or section for additional standards. Allowed uses are listed in subsection 1. Uses that are not listed are prohibited unless a similar use determination is made pursuant to 6.1.2.C. All standards in Article 6 are applicable unless stated otherwise.

...

3. Operational Standards
Outdoor Storage(Sec. 6.4.1)
Outdoor Storage Prohibited
Freestanding storage units (trailers, sheds, "Bully Barns", tarpaulin structures, etc) not made a permanent part of a structure Prohibited
Refuse and Recycling(Sec. 6.4.2)
Trash & recycling enclosure required > 4 DUs and all nonresidential
Noise(Sec. 6.4.3)
—Sound level at property line (max) 65 DBA
Vibration(Sec. 6.4.4)
Electrical Disturbances(Sec. 6.4.5)
Fire and Explosive Hazards(Sec. 6.4.6)

...

(Ord. ____ § 1, 2024; Ord. 1324 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1220 § 1, 2019; Ord. 1198 § 1, 2018)

2.2.13. CR-3: Commercial Residential-3.

...

- C. **Use Standards.** Standards applicable to use are provided below. Where a cross-reference is listed see the referenced division or section for additional standards. Allowed uses are listed in subsection 1. Uses that are not listed are prohibited unless a similar use determination is made pursuant to 6.1.2.C. All standards in Article 6 are applicable unless stated otherwise.

...

3. Operational Standards
Outdoor Storage(Sec. 6.4.1)
Outdoor Storage Prohibited
Freestanding storage units (trailers, sheds, "Bully Barns", tarpaulin structures, etc) not made a permanent part of a structure Prohibited
Refuse and Recycling(Sec. 6.4.2)
Trash & recycling enclosure required > 4 DUs and all nonresidential
Noise(Sec. 6.4.3)
—Sound level at property line (max) 65 DBA
Vibration(Sec. 6.4.4)
Electrical Disturbances(Sec. 6.4.5)
Fire and Explosive Hazards(Sec. 6.4.6)

...

(Ord. ____ § 1, 2024; Ord. 1348 § 12, 2023; Ord. 1324 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1273 § 1, 2021; Ord. 1221 § 1, 2019; Ord. 1197 § 1, 2018)

2.2.14. DC-1: Downtown Core-1.

...

- C. **Use Standards.** Standards applicable to use are provided below. Where a cross-reference is listed see the referenced division or section for additional standards. Allowed uses are listed in subsection 1. Uses that are not listed are prohibited unless a similar use determination is made pursuant to 6.1.2.C. All standards in Article 6 are applicable unless stated otherwise.

...

3. Operational Standards
Outdoor Storage(Sec. 6.4.1)
Outdoor Storage Prohibited
Freestanding storage units (trailers, sheds, "Bully Barns", tarpaulin structures, etc) not made a permanent part of a structure Prohibited
Refuse and Recycling(Sec. 6.4.2)
Trash & recycling enclosure Required
Noise(Sec. 6.4.3)
—Sound level at property line (max) 65 DBA
Vibration(Sec. 6.4.4)
Electrical Disturbances(Sec. 6.4.5)
Fire and Explosive Hazards(Sec. 6.4.6)

...

(Ord. ____ § 1, 2024; Ord. 1324 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1278 § 1, 2021; Ord. 1222 § 1, 2019; Ord. 1198 § 1, 2018)

2.2.15. DC-2: Downtown Core-2.

...

- C. **Use Standards.** Standards applicable to use are provided below. Where a cross-reference is listed see the referenced division or section for additional standards. Allowed uses are listed in subsection 1. Uses that are not listed are prohibited unless a similar use determination is made pursuant to 6.1.2.C. All standards in Article 6 are applicable unless stated otherwise.

...

3. Operational Standards
Outdoor Storage(Sec. 6.4.1)
Outdoor Storage Prohibited
Freestanding storage units (trailers, sheds, "Bully Barns", tarpaulin structures, etc) not made a permanent part of a structure Prohibited
Refuse and Recycling(Sec. 6.4.2)
Trash & recycling enclosure Required
Noise(Sec. 6.4.3)
—Sound level at property line (max) 65 DBA

Vibration (Sec. 6.4.4)
Electrical Disturbances (Sec. 6.4.5)
Fire and Explosive Hazards (Sec. 6.4.6)

...

(Ord. ____ § 1, 2024; Ord. 1324 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1278 § 1, 2021)

2.2.16. TS-1: Town Square-1.

...

- C. **Use Standards.** Standards applicable to use are provided below. Where a cross-reference is listed see the referenced division or section for additional standards. Allowed uses are listed in subsection 1. Uses that are not listed are prohibited unless a similar use determination is made pursuant to 6.1.2.C. All standards in Article 6 are applicable unless stated otherwise.

...

3. Operational Standards
Outdoor Storage (Sec. 6.4.1)
Outdoor Storage Prohibited
Freestanding storage units (trailers, sheds, "Bully Barns", tarpaulin structures, etc) not made a permanent part of a structure Prohibited
Refuse and Recycling (Sec. 6.4.2)
Trash & recycling enclosure > 4 DUs and all nonresidential
Noise (Sec. 6.4.3)
—Sound level at property line (max) 65 DBA
Vibration (Sec. 6.4.4)
Electrical Disturbances (Sec. 6.4.5)
Fire and Explosive Hazards (Sec. 6.4.6)

...

(Ord. ____ § 1, 2024; Ord. 1324 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1278 § 1, 2021)

2.2.17. TS-2: Town Square-2.

...

- C. **Use Standards.** Standards applicable to use are provided below. Where a cross-reference is listed see the referenced division or section for additional standards. Allowed uses are listed in subsection 1. Uses that are not listed are prohibited unless a similar use determination is made pursuant to 6.1.2.C. All standards in Article 6 are applicable unless stated otherwise.

...

3. Operational Standards
Outdoor Storage (Sec. 6.4.1)
Outdoor Storage Prohibited
Freestanding storage units (trailers, sheds, "Bully Barns", tarpaulin structures, etc) not made a permanent part of a structure Prohibited
Refuse and Recycling (Sec. 6.4.2)
Trash & recycling enclosure > 4 DUs and all nonresidential

Noise(Sec. 6.4.3)
— Sound level at property line (max) 65 DBA
Vibration(Sec. 6.4.4)
Electrical Disturbances(Sec. 6.4.5)
Fire and Explosive Hazards(Sec. 6.4.6)

...

(Ord. ____ § 1, 2024; Ord. 1324 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1278 § 1, 2021)

2.3.10. Business Park (BP).

...

- C. **Allowed Uses and Use Standards.** Standards applicable to uses in the BP zone are provided or referenced below. Allowed uses are listed in Subsection 1. Uses that are not listed are prohibited, unless a similar use determination is made pursuant to subsection 6.1.2.D. Where a cross reference is provided, please see the referenced division or section for additional standards applicable in the BP zone. This Subsection is intended to indicate all of the use standards applicable in the BP zone, however, all standards in Article 6 are applicable in the BP zone, unless stated otherwise.

...

3. Maximum Scale of Use
Individual Use (floor area) (max)
Accessory residential unit 800 sf habitable
4. Operational Standards
Outdoor Storage (Sec. 6.4.1) (E.3.b)
Refuse and Recycling (Sec. 6.4.2)
Trash & recycling enclosure required > 4 DUs and all nonresidential
Noise(Sec. 6.4.3)
— Sound level at property line (max) 65 DBA
Vibration (Sec. 6.4.4)
Electrical Disturbances (Sec. 6.4.5)
Fire and Explosive Hazards (Sec. 6.4.6)

...

(Ord. ____ § 1, 2024; Ord. 1313 § 1, 2022; Ord. 1198 § 1, 2018; Ord. 1196 § 1, 2018; Ord. 1170 § 1, 2017; Ord. 1159 § 8, 2017; Ord. 1136 § 1, 2016; Ord. 1111 § 11, 2016)

2.3.13. Mobile Home Park (MHP).

...

- C. **Allowed Uses and Use Standards.** Standards applicable to uses in the MHP zone are provided or referenced below. Allowed uses are listed in Subsection 1. Uses that are not listed are prohibited, unless a similar use determination is made pursuant to subsection 6.1.2.D. Where a cross reference is provided, please see the referenced division or section for additional standards applicable in the MHP zone. This Subsection is intended to indicate all of the use standards applicable in the MHP zone, however, all standards in Article 6 are applicable in the MHP zone, unless stated otherwise.

...

3. Maximum Scale of Use

Not applicable
4. Operational Standards
Outdoor Storage (Sec. 6.4.1) (E.3.b)
Refuse and Recycling (Sec. 6.4.2)
Trash & recycling enclosure required > 4 DUs and all nonresidential
Noise (Sec. 6.4.3)
—Max sound level at property line 55 DBA
Vibration (Sec. 6.4.4)
Electrical Disturbances (Sec. 6.4.5)
Fire and Explosive Hazards (Sec. 6.4.6)

...

(Ord. ____ § 1, 2024; Ord. 1313 § 1, 2022; Ord. 1198 § 1, 2018; Ord. 1196 § 1, 2018; Ord. 1159 § 11, 2017; Ord. 1136 § 1, 2016; Ord. 1111 § 14, 2016)

SECTION II.

Section 1 of Town of Jackson Ordinance Nos. 1136, 1160, 1196, 1198, 1313, 1314, and 1324; Section 2 of Town of Jackson Ordinance Nos. 1074 (part) and 1139; Section 13 of Town of Jackson Ordinance No. 1348; Section 18 of Town of Jackson Ordinance No. 1111; and Section 3.3.1 of the Town of Jackson Land Development Regulations are hereby amended and reenacted to read as follows:

3.3.1. Rural Residential-Town (R).

...

- C. **Allowed Uses and Use Standards.** Standards applicable to uses in the R zone are provided or referenced below. Allowed uses are listed in Subsection 1. Uses that are not listed are prohibited, unless a similar use determination is made pursuant to subsection 6.1.2.D. Where a cross reference is provided, please see the referenced division or section for additional standards applicable in the R zone. This Subsection is intended to indicate all of the use standards applicable in the R zone, however, all standards in Article 6. are applicable in the R zone, unless stated otherwise.

...

4.Operational Standards
Outside Storage (Sec. 6.4.1)
Refuse and Recycling (Sec. 6.4.2)
Trash and recycling enclosure required >4 DUs and all nonresidential
Noise (Sec. 6.4.3)
—Sound level at property line 65 DBA
Vibration (Sec. 6.4.4)
Electrical Disturbances (Sec. 6.4.5)
Fire and Explosive Hazards (Sec. 6.4.6)

...

(Ord. ____ § 2, 2024; Ord. 1348 § 13, 2023; Ord. 1324 § 1, 2022; Ord. 1314 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1198 § 1, 2018; Ord. 1196 § 1, 2018; Ord. 1160 § 1, 2017; Ord. 1139 § 2, 2016; Ord. 1136 § 1, 2016; Ord. 1111 § 18, 2016)

SECTION III.

Section 1 of Town of Jackson Ordinance Nos. 1136, 1161, 1196, 1198, 1313 and 1324; Section 2 of Town of Jackson Ordinance Nos. 1074 (part) and 1161; Sections 19 and 20 of Town of Jackson Ordinance No. 1111; and Sections 4.2.1 and 4.2.2 of the Town of Jackson Land Development Regulations are hereby amended and reenacted to read as follows:

4.2.1. Public/Semi-Public—Town (P/SP)

...

- C. **Use Standards.** Standards applicable to uses in the P/SP zone are provided or referenced below. Allowed uses are listed in subsection 1. Uses that are not listed are prohibited, unless a similar use determination is made pursuant to 6.1.2.D. Where a cross reference is provided, please see the referenced division or section for additional standards applicable in the P/SP zone. This subsection is intended to indicate all of the use standards applicable in the P/SP zone, however, all standards in Article 6 are applicable in the P/SP zone, unless stated otherwise.

...

4.Nuisance Standards	
Outside Storage	(Sec. 6.4.1)
Refuse and Recycling	(Sec. 6.4.2)
Trash and recycling enclosure required	>4 DUs and all nonresidential
Noise	(Sec. 6.4.3)
—Max sound level at property line	65 DBA
Vibration	(Sec. 6.4.4)
Electrical Disturbances	(Sec. 6.4.5)
Fire and Explosive Hazards	(Sec. 6.4.6)

...

(Ord. ____ § 3, 2024; Ord. 1324 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1198 § 1, 2018; Ord. 1196 § 1, 2018; Ord. 1161 § 1, 2017; Ord. 1136 § 1, 2016; Ord. 1111 § 19, 2016)

4.2.2. Park and Open Space—Town (P)

...

- C. **Use Standards.** Standards applicable to uses in the P zone are provided or referenced below. Allowed uses are listed in subsection 1. Uses that are not listed are prohibited, unless a similar use determination is made pursuant to 6.1.2.D. Where a cross reference is provided, please see the referenced division or section for additional standards applicable in the P zone. This subsection is intended to indicate all of the use standards applicable in the P zone, however, all standards in Article 6 are applicable in the P zone, unless stated otherwise.

...

4.Nuisance Standards	
Outside Storage	(Sec. 6.4.1)
Refuse and Recycling	(Sec. 6.4.2)
Trash and recycling enclosure required	>4 DUs and all nonresidential

Noise	{Sec. 6.4.3}
—Max sound level at property line	65-DBA
Vibration	(Sec. 6.4.4)
Electrical Disturbances	(Sec. 6.4.5)
Fire and Explosive Hazards	(Sec. 6.4.6)

...
(Ord. ___ § 3, 2024; Ord. 1324 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1198 § 1, 2018; Ord. 1196 § 1, 2018; Ord. 1161 § 2, 2017; Ord. 1136 § 1, 2016; Ord. 1111 § 20, 2016)

SECTION IV.

Section 1 of Town of Jackson Ordinance Nos. 1094, 1110, 1152, and 1197; Section 2 of Town of Jackson Ordinance No. 1074 (part); Section 4 of Town of Jackson Ordinance No. 1125; Section 8 of Town of Jackson Ordinance No. 1163; and Sections 6.1.10 and 6.4.3 of the Town of Jackson Land Development Regulations are hereby amended and reenacted to read as follows:

6.1.10. Transportation and Infrastructure Uses.

A. All Transportation and Infrastructure Uses.

...

3. Standards for Wireless Facility Permits.

- k). **Noise Level.** All sounds or noise emanating from a Wireless Facility, whether temporary or permanent, must comply with the noise standards set forth in Section 6.4.3 Chapter 9.44 of the Jackson Municipal Code.

...

(Ord. ___ § 4, 2024; Ord. 1163 § 8, 2017; Ord. 1110 § 1, 2016; Ord. 1094 § 1, 2015)

6.4.3. Noise.

All uses shall conform with the noise standards set forth in Chapter 9.44 of the Jackson Municipal Code.

- A. ~~**Maximum Noise.** Noises shall not exceed the maximum sound levels prescribed in the table below, beyond the site boundary lines, except that when a nonresidential activity in contiguous to a residential zone, the residential zone standard shall govern.~~

Noise Level Restrictions	
Zone	Maximum Permitted Sound Level
R, MHP, NL-1, NL-2, NL-3, NL-4, NL-5, NM-1, NM-2, NH-1	55-DBA
All other zones	65-DBA

B. ~~Exceptions.~~

- ~~**General.** Noises of vehicles, home appliances, and chain saws in private use, occasionally used safety signals, warning signals, emergency pressure relief valves, and temporary construction operations shall be exempt from the requirements of this Section.~~
- ~~**Limited Exception/Limited Interval of Time/One Day.** The maximum permitted sound level may be exceeded by ten-DBA for a single period, not to exceed 15 minutes, in any one day.~~

I hereby certify that the foregoing Ordinance No. ____ was duly published in the Jackson Hole News and Guide, a newspaper of general circulation published in the Town of Jackson, Wyoming, on the ____ day of _____, 2024.

I further certify that the foregoing Ordinance was duly recorded on page _____ of Book _____ of Ordinances of the Town of Jackson, Wyoming.

Riley Taylor, Town Clerk

ORDINANCE K

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF TOWN OF JACKSON ORDINANCE NOS. 1094, 1110, 1136, 1149, 1152, 1159, 1160, 1161, 1170, 1196, 1197, 1198, 1210 THROUGH 1222, 1273, 1278, 1299, 1313, 1314, 1316, 1324, 1338, AND 1343; SECTION 2 OF TOWN OF JACKSON ORDINANCE NOS. 1074 (PART), 1122, 1139, AND 1161; SECTIONS 3 THROUGH 13 OF TOWN OF JACKSON ORDINANCE NO. 1348; SECTION 4 OF TOWN OF JACKSON ORDINANCE NO. 1125; SECTION 8 OF TOWN OF JACKSON ORDINANCE NO. 1163; SECTION 11 OF TOWN OF JACKSON ORDINANCE NOS. 1111 AND 1159; SECTION 14 OF TOWN OF JACKSON ORDINANCE NO. 1111; SECTION 18 THROUGH 20 OF TOWN OF JACKSON ORDINANCE NO. 1111; AND SECTIONS 2.2.2 THROUGH 2.2.17, 2.3.10, 2.3.13, 3.3.1, 4.2.1, 4.2.2, 6.1.10, AND 6.4.3 OF THE TOWN OF JACKSON LAND DEVELOPMENT REGULATIONS REGARDING NOISE.

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

SECTION I.

Section 1 of Town of Jackson Ordinance Nos. 1136, 1149, 1159, 1170, 1196, 1197, 1198, 1210, 1211, 1212, 1213, 1214, 1215, 1216, 1217, 1218, 1219, 1220, 1221, 1222, 1273, 1278, 1299, 1313, 1316, 1324, 1338, and 1343; Section 2 of Town of Jackson Ordinance Nos. 1074 (part) and 1222; Section 3 of Town of Jackson Ordinance No. 1348; Section 4 of Town of Jackson Ordinance No. 1348; Section 5 of Town of Jackson Ordinance No. 1348; Section 6 of Town of Jackson Ordinance No. 1348; Section 7 of Town of Jackson Ordinance No. 1348; Section 8 of Town of Jackson Ordinance No. 1348; Section 9 of Town of Jackson Ordinance No. 1348; Section 10 of Town of Jackson Ordinance No. 1348; Section 11 of Town of Jackson Ordinance Nos. 1111, 1159, and 1348; Section 12 of Town of Jackson Ordinance No. 1348; Section 14 of Town of Jackson Ordinance No. 1111; and Sections 2.2.2, 2.2.3, 2.2.4, 2.2.5, 2.2.6, 2.2.7, 2.2.8, 2.2.9, 2.2.10, 2.2.11, 2.2.12, 2.2.13, 2.2.14, 2.2.15, 2.2.16, 2.2.17, 2.3.10, and 2.3.13 of the Town of Jackson Land Development Regulations are hereby amended and reenacted to read as follows:

2.2.2. NL-1: Neighborhood Low Density-1.

...

- C. **Allowed Uses and Use Standards.** Standards applicable to uses in the NL-1 zone are provided or referenced below. Allowed uses are listed in Subsection 1. Uses that are not listed are prohibited, unless a similar use determination is made pursuant to subsection 6.1.2.D. Where a cross reference is provided, please see the referenced division or section for additional standards applicable in the NL-1 zone. This Subsection is intended to indicate all of the use standards applicable in the NL-1 zone, however, all standards in Article 6 are applicable in the NL-1 zone, unless stated otherwise.

...

3. Operational Standards
Outdoor Storage(Sec. 6.4.1)
Refuse and Recycling(Sec. 6.4.2)
Trash & recycling enclosure required > 4 DUs and all nonresidential
Vibration(Sec. 6.4.4)
Electrical Disturbances(Sec. 6.4.5)
Fire and Explosive Hazards(Sec. 6.4.6)

...

(Ord. ____ § 1, 2024; Ord. 1348 § 3, 2023; Ord. 1324 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1210 § 1, 2019; Ord. 1197 § 1, 2018; Ord. 1196 § 1, 2018; Ord. 1159 § 1, 2017; Ord. 1149 § 1, 2016; Ord. 1136 § 1, 2016; Ord. 1122 § 2, 2016)

2.2.3. NL-2: Neighborhood Low Density-2.

...

- C. **Allowed Uses and Use Standards.** Standards applicable to uses in the NL-2 zone are provided or referenced below. Allowed uses are listed in Subsection 1. Uses that are not listed are prohibited, unless a similar use determination is made pursuant to subsection 6.1.2.D. Where a cross reference is provided, please see the referenced division or section for additional standards applicable in the NL-2 zone. This subsection is intended to indicate all of the use standards applicable in the NL-2 zone, however, all standards in Article 6 are applicable in the NL-2 zone, unless stated otherwise.

...

3. Operational Standards
Outdoor Storage (Sec. 6.4.1)
Refuse and Recycling (Sec. 6.4.2)
Trash & recycling enclosure required > 4 DUs and all nonresidential
Vibration (Sec. 6.4.4)
Electrical Disturbances (Sec. 6.4.5)
Fire and Explosive Hazards (Sec. 6.4.6)

(Ord. ____ § 1, 2024; Ord. 1348 § 4, 2023; Ord. 1324 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1211 § 1, 2019; Ord. 1197 § 1, 2018; Ord. 1196 § 1, 2018; Ord. 1159 § 1, 2017; Ord. 1149 § 1, 2016; Ord. 1136 § 1, 2016; Ord. 1122 § 2, 2016)

2.2.4. NL-3: Neighborhood Low Density-3.

...

- C. **Allowed Uses and Use Standards.** Standards applicable to uses in the NL-3 zone are provided or referenced below. Allowed uses are listed in Subsection 1. Uses that are not listed are prohibited, unless a similar use determination is made pursuant to subsection 6.1.2.D. Where a cross reference is provided, please see the referenced division or section for additional standards applicable in the NL-3 zone. This subsection is intended to indicate all of the use standards applicable in the NL-3 zone, however, all standards in Article 6 are applicable in the NL-3 zone, unless stated otherwise.

...

3. Operational Standards
Outdoor Storage (Sec. 6.4.1)
Refuse and Recycling (Sec. 6.4.2)
Trash & recycling enclosure not required
Vibration (Sec. 6.4.4)
Electrical Disturbances (Sec. 6.4.5)
Fire and Explosive Hazards (Sec. 6.4.6)

...

(Ord. ____ § 1, 2024; Ord. 1348 § 5, 2023; Ord. 1324 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1212 § 1, 2019; Ord. 1197 § 1, 2018; Ord. 1196 § 1, 2018; Ord. 1159 § 1, 2017; Ord. 1149 § 1, 2016; Ord. 1136 § 1, 2016; Ord. 1122 § 2, 2016)

2.2.5. NL-4: Neighborhood Low Density-4.

...

- C. **Allowed Uses and Use Standards.** Standards applicable to uses in the NL-4 zone are provided or referenced below. Allowed uses are listed in Subsection 1. Uses that are not listed are prohibited, unless a similar use determination is made pursuant to subsection 6.1.2.D. Where a cross reference is provided, please see the referenced division or section for additional standards applicable in the NL-4 zone. This subsection is intended to indicate all of the use standards applicable in the NL-4 zone, however, all standards in Article 6 are applicable in the NL-4 zone, unless stated otherwise.

...

3. Operational Standards
Outdoor Storage (Sec. 6.4.1)
Refuse and Recycling (Sec. 6.4.2)
Trash & recycling enclosure not required
Vibration (Sec. 6.4.4)
Electrical Disturbances (Sec. 6.4.5)
Fire and Explosive Hazards (Sec. 6.4.6)

...

(Ord. ____ § 1, 2024; Ord. 1348 § 6, 2023; Ord. 1324 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1213 § 1, 2019; Ord. 1197 § 1, 2018; Ord. 1196 § 1, 2018; Ord. 1159 § 1, 2017; Ord. 1149 § 1, 2016; Ord. 1136 § 1, 2016; Ord. 1122 § 2, 2016)

2.2.6. NL-5: Neighborhood Low Density-5.

...

- C. **Allowed Uses and Use Standards.** Standards applicable to uses in the NL-5 zone are provided or referenced below. Allowed uses are listed in Subsection 1. Uses that are not listed are prohibited, unless a similar use determination is made pursuant to subsection 6.1.2.D. Where a cross reference is provided, please see the referenced division or section for additional standards applicable in the NL-5 zone. This subsection is intended to indicate all of the use standards applicable in the NL-5 zone, however, all standards in Article 6 are applicable in the NL-5 zone, unless stated otherwise.

...

3. Operational Standards
Outdoor Storage (Sec. 6.4.1)
Refuse and Recycling (Sec. 6.4.2)
Trash & recycling enclosure required > 4 DUs and all nonresidential
Vibration (Sec. 6.4.4)
Electrical Disturbances (Sec. 6.4.5)
Fire and Explosive Hazards (Sec. 6.4.6)

...

(Ord. ____ § 1, 2024; Ord. 1348 § 7, 2023; Ord. 1338 § 1, 2023; Ord. 1324 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1299 § 1, 2021; Ord. 1214 § 1, 2019; Ord. 1197 § 1, 2018)

2.2.7. NM-1: Neighborhood Medium Density-1.

...

- C. **Allowed Uses and Use Standards.** Standards applicable to uses in the NM-1 zone are provided or referenced below. Allowed uses are listed in Subsection 1. Uses that are not listed are prohibited, unless a similar use determination is made pursuant to subsection 6.1.2.D. Where a cross reference is provided, please see the referenced division or section for additional standards applicable in the NM-1 zone. This subsection is intended to indicate all of the use standards applicable in the NM-1 zone, however, all standards in Article 6 are applicable in the NM-1 zone, unless stated otherwise.

...

3. Operational Standards
Outdoor Storage (Sec. 6.4.1)
Refuse and Recycling (Sec. 6.4.2)
Trash & recycling enclosure not required > 4 DUs and all nonresidential
Vibration (Sec. 6.4.4)
Electrical Disturbances (Sec. 6.4.5)
Fire and Explosive Hazards (Sec. 6.4.6)

...

(Ord. ____ § 1, 2024; Ord. 1348 § 8, 2023; Ord. 1324 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1215 § 1, 2019; Ord. 1197 § 1, 2018)

2.2.8. NM-2: Neighborhood Medium Density-2.

...

- C. **Use Standards.** Standards applicable to uses in the NM-2 zone are provided or referenced below. Allowed uses are listed in Subsection 1. Uses that are not listed are prohibited, unless a similar use determination is made pursuant to subsection 6.1.2.D. Where a cross reference is provided, please see the referenced division or section for additional standards applicable in the NM-2 zone. This Subsection is intended to indicate all of the use standards applicable in the NM-2 zone, however, all standards in Article 6 are applicable in the NM-2 zone, unless stated otherwise.

...

3. Operational Standards
Outdoor Storage (Sec. 6.4.1)
Refuse and Recycling (Sec. 6.4.2)
Trash & recycling enclosure not required > 4 DUs and all nonresidential
Vibration (Sec. 6.4.4)
Electrical Disturbances (Sec. 6.4.5)
Fire and Explosive Hazards (Sec. 6.4.6)

...

(Ord. ____ § 1, 2024; Ord. 1348 § 9, 2023; Ord. 1324 § 1, 2022; Ord. 1316 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1216 § 1, 2019; Ord. 1197 § 1, 2018)

2.2.9. NH-1: Neighborhood High Density 1.

...

- C. **Use Standards.** Standards applicable to uses in the NH-1 zone are provided or referenced below. Allowed uses are listed in Subsection 1. Uses that are not listed are prohibited, unless a similar use determination is made pursuant to subsection 6.1.2.D. Where a cross reference is provided, please see the referenced division or section for additional standards applicable in the NH-1 zone. This Subsection is intended to indicate all of the use standards applicable in the NH-1 zone, however, all standards in Article 6 are applicable in the NH-1 zone, unless stated otherwise.

...

3. Operational Standards
Outdoor Storage (Sec. 6.4.1)
Refuse and Recycling (Sec. 6.4.2)
Trash & recycling enclosure not required > 4 DUs and all nonresidential
Vibration (Sec. 6.4.4)
Electrical Disturbances (Sec. 6.4.5)
Fire and Explosive Hazards (Sec. 6.4.6)

...

(Ord. ____ § 1, 2024; Ord. 1348 § 10, 2023; Ord. 1343 § 1, 2023; Ord. 1324 § 1, 2022; Ord. 1316 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1217 § 1, 2019; Ord. 1197 § 1, 2018)

2.2.10. OR: Office Residential.

...

- C. **Use Standards.** Standards applicable to use are provided below. Where a cross-reference is listed see the referenced division or section for additional standards. Allowed uses are listed in subsection 1. Uses that are not listed are prohibited unless a similar use determination is made pursuant to subsection 6.1.2.C. All standards in Article 6 are applicable unless stated otherwise.

...

3. Operational Standards
Outdoor Storage (Sec. 6.4.1)
Refuse and Recycling (Sec. 6.4.2)
Trash & recycling enclosure not required > 4 DUs and all nonresidential
Vibration (Sec. 6.4.4)
Electrical Disturbances (Sec. 6.4.5)
Fire and Explosive Hazards (Sec. 6.4.6)

...

(Ord. ____ § 1, 2024; Ord. 1348 § 11, 2023; Ord. 1324 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1278 § 1, 2021; Ord. 1218 § 1, 2019; Ord. 1198 § 1, 2018)

2.2.11. CR-1: Commercial Residential-1.

...

- C. **Use Standards.** Standards applicable to use are provided below. Where a cross-reference is listed see the referenced division or section for additional standards. Allowed uses are listed in subsection 1. Uses that are not listed are prohibited unless a similar use determination is made pursuant to 6.1.2.C. All standards in Article 6 are applicable unless stated otherwise.

...

3. Operational Standards
Outdoor Storage (Sec. 6.4.1)
Outdoor Storage Prohibited
Freestanding storage units (trailers, sheds, "Bully Barns", tarpaulin structures, etc) not made a permanent part of a structure Prohibited
Refuse and Recycling (Sec. 6.4.2)
Trash & recycling enclosure required > 4 DUs and all nonresidential
Vibration (Sec. 6.4.4)
Electrical Disturbances (Sec. 6.4.5)
Fire and Explosive Hazards (Sec. 6.4.6)

...

(Ord. ____ § 1, 2024; Ord. 1324 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1219 § 1, 2019; Ord. 1198 § 1, 2018)

2.2.12. CR-2: Commercial Residential-2.

...

- C. **Use Standards.** Standards applicable to use are provided below. Where a cross-reference is listed see the referenced division or section for additional standards. Allowed uses are listed in subsection 1. Uses that are not listed are prohibited unless a similar use determination is made pursuant to 6.1.2.C. All standards in Article 6 are applicable unless stated otherwise.

...

3. Operational Standards
Outdoor Storage (Sec. 6.4.1)
Outdoor Storage Prohibited
Freestanding storage units (trailers, sheds, "Bully Barns", tarpaulin structures, etc) not made a permanent part of a structure Prohibited
Refuse and Recycling (Sec. 6.4.2)
Trash & recycling enclosure required > 4 DUs and all nonresidential
Vibration (Sec. 6.4.4)
Electrical Disturbances (Sec. 6.4.5)
Fire and Explosive Hazards (Sec. 6.4.6)

...

(Ord. ____ § 1, 2024; Ord. 1324 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1220 § 1, 2019; Ord. 1198 § 1, 2018)

2.2.13. CR-3: Commercial Residential-3.

...

- C. **Use Standards.** Standards applicable to use are provided below. Where a cross-reference is listed see the referenced division or section for additional standards. Allowed uses are listed in subsection 1. Uses that are not listed are prohibited unless a similar use determination is made pursuant to 6.1.2.C. All standards in Article 6 are applicable unless stated otherwise.

...

3. Operational Standards
Outdoor Storage(Sec. 6.4.1)
Outdoor Storage Prohibited
Freestanding storage units (trailers, sheds, "Bully Barns", tarpaulin structures, etc) not made a permanent part of a structure Prohibited
Refuse and Recycling(Sec. 6.4.2)
Trash & recycling enclosure required > 4 DUs and all nonresidential
Vibration(Sec. 6.4.4)
Electrical Disturbances(Sec. 6.4.5)
Fire and Explosive Hazards(Sec. 6.4.6)

...

(Ord. ___ § 1, 2024; Ord. 1348 § 12, 2023; Ord. 1324 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1273 § 1, 2021; Ord. 1221 § 1, 2019; Ord. 1197 § 1, 2018)

2.2.14. DC-1: Downtown Core-1.

...

- C. **Use Standards.** Standards applicable to use are provided below. Where a cross-reference is listed see the referenced division or section for additional standards. Allowed uses are listed in subsection 1. Uses that are not listed are prohibited unless a similar use determination is made pursuant to 6.1.2.C. All standards in Article 6 are applicable unless stated otherwise.

...

3. Operational Standards
Outdoor Storage(Sec. 6.4.1)
Outdoor Storage Prohibited
Freestanding storage units (trailers, sheds, "Bully Barns", tarpaulin structures, etc) not made a permanent part of a structure Prohibited
Refuse and Recycling(Sec. 6.4.2)
Trash & recycling enclosure Required
Vibration(Sec. 6.4.4)
Electrical Disturbances(Sec. 6.4.5)
Fire and Explosive Hazards(Sec. 6.4.6)

...

(Ord. ___ § 1, 2024; Ord. 1324 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1278 § 1, 2021; Ord. 1222 § 1, 2019; Ord. 1198 § 1, 2018)

2.2.15. DC-2: Downtown Core-2.

...

- C. **Use Standards.** Standards applicable to use are provided below. Where a cross-reference is listed see the referenced division or section for additional standards. Allowed uses are listed in subsection 1. Uses that are not listed are prohibited unless a similar use determination is made pursuant to 6.1.2.C. All standards in Article 6 are applicable unless stated otherwise.

...

3. Operational Standards
Outdoor Storage(Sec. 6.4.1)
Outdoor Storage Prohibited
Freestanding storage units (trailers, sheds, "Bully Barns", tarpaulin structures, etc) not made a permanent part of a structure Prohibited
Refuse and Recycling(Sec. 6.4.2)
Trash & recycling enclosure Required
Vibration(Sec. 6.4.4)
Electrical Disturbances(Sec. 6.4.5)
Fire and Explosive Hazards(Sec. 6.4.6)

...

(Ord. ____ § 1, 2024; Ord. 1324 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1278 § 1, 2021)

2.2.16. TS-1: Town Square-1.

...

- C. **Use Standards.** Standards applicable to use are provided below. Where a cross-reference is listed see the referenced division or section for additional standards. Allowed uses are listed in subsection 1. Uses that are not listed are prohibited unless a similar use determination is made pursuant to 6.1.2.C. All standards in Article 6 are applicable unless stated otherwise.

...

3. Operational Standards
Outdoor Storage(Sec. 6.4.1)
Outdoor Storage Prohibited
Freestanding storage units (trailers, sheds, "Bully Barns", tarpaulin structures, etc) not made a permanent part of a structure Prohibited
Refuse and Recycling(Sec. 6.4.2)
Trash & recycling enclosure > 4 DUs and all nonresidential
Vibration(Sec. 6.4.4)
Electrical Disturbances(Sec. 6.4.5)
Fire and Explosive Hazards(Sec. 6.4.6)

...

(Ord. ____ § 1, 2024; Ord. 1324 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1278 § 1, 2021)

2.2.17. TS-2: Town Square-2.

...

- C. **Use Standards.** Standards applicable to use are provided below. Where a cross-reference is listed see the referenced division or section for additional standards. Allowed uses are listed in subsection 1. Uses that are not listed are prohibited unless a similar use determination is made pursuant to 6.1.2.C. All standards in Article 6 are applicable unless stated otherwise.

...

3. Operational Standards
Outdoor Storage (Sec. 6.4.1)
Outdoor Storage Prohibited
Freestanding storage units (trailers, sheds, "Bully Barns", tarpaulin structures, etc) not made a permanent part of a structure Prohibited
Refuse and Recycling (Sec. 6.4.2)
Trash & recycling enclosure > 4 DUs and all nonresidential
Vibration (Sec. 6.4.4)
Electrical Disturbances (Sec. 6.4.5)
Fire and Explosive Hazards (Sec. 6.4.6)

...

(Ord. ____ § 1, 2024; Ord. 1324 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1278 § 1, 2021)

2.3.10. Business Park (BP).

...

- C. **Allowed Uses and Use Standards.** Standards applicable to uses in the BP zone are provided or referenced below. Allowed uses are listed in Subsection 1. Uses that are not listed are prohibited, unless a similar use determination is made pursuant to subsection 6.1.2.D. Where a cross reference is provided, please see the referenced division or section for additional standards applicable in the BP zone. This Subsection is intended to indicate all of the use standards applicable in the BP zone, however, all standards in Article 6 are applicable in the BP zone, unless stated otherwise.

...

3. Maximum Scale of Use
Individual Use (floor area) (max)
Accessory residential unit 800 sf habitable
4. Operational Standards
Outdoor Storage (Sec. 6.4.1) (E.3.b)
Refuse and Recycling (Sec. 6.4.2)
Trash & recycling enclosure required > 4 DUs and all nonresidential
Vibration (Sec. 6.4.4)
Electrical Disturbances (Sec. 6.4.5)
Fire and Explosive Hazards (Sec. 6.4.6)

...

(Ord. ____ § 1, 2024; Ord. 1313 § 1, 2022; Ord. 1198 § 1, 2018; Ord. 1196 § 1, 2018; Ord. 1170 § 1, 2017; Ord. 1159 § 8, 2017; Ord. 1136 § 1, 2016; Ord. 1111 § 11, 2016)

2.3.13. Mobile Home Park (MHP).

...

- C. **Allowed Uses and Use Standards.** Standards applicable to uses in the MHP zone are provided or referenced below. Allowed uses are listed in Subsection 1. Uses that are not listed are prohibited, unless a similar use determination is made pursuant to subsection 6.1.2.D. Where a cross reference is provided, please see the referenced division or section for additional standards applicable in the MHP zone. This Subsection is intended to indicate all of the use standards applicable in the MHP zone, however, all standards in Article 6 are applicable in the MHP zone, unless stated otherwise.

...

3. Maximum Scale of Use
Not applicable
4. Operational Standards
Outdoor Storage (Sec. 6.4.1) (E.3.b)
Refuse and Recycling (Sec. 6.4.2)
Trash & recycling enclosure required > 4 DUs and all nonresidential
Vibration (Sec. 6.4.4)
Electrical Disturbances (Sec. 6.4.5)
Fire and Explosive Hazards (Sec. 6.4.6)

...

(Ord. ___ § 1, 2024; Ord. 1313 § 1, 2022; Ord. 1198 § 1, 2018; Ord. 1196 § 1, 2018; Ord. 1159 § 11, 2017; Ord. 1136 § 1, 2016; Ord. 1111 § 14, 2016)

SECTION II.

Section 1 of Town of Jackson Ordinance Nos. 1136, 1160, 1196, 1198, 1313, 1314, and 1324; Section 2 of Town of Jackson Ordinance Nos. 1074 (part) and 1139; Section 13 of Town of Jackson Ordinance No. 1348; Section 18 of Town of Jackson Ordinance No. 1111; and Section 3.3.1 of the Town of Jackson Land Development Regulations are hereby amended and reenacted to read as follows:

3.3.1. Rural Residential-Town (R).

...

- C. **Allowed Uses and Use Standards.** Standards applicable to uses in the R zone are provided or referenced below. Allowed uses are listed in Subsection 1. Uses that are not listed are prohibited, unless a similar use determination is made pursuant to subsection 6.1.2.D. Where a cross reference is provided, please see the referenced division or section for additional standards applicable in the R zone. This Subsection is intended to indicate all of the use standards applicable in the R zone, however, all standards in Article 6. are applicable in the R zone, unless stated otherwise.

...

4.Operational Standards
Outside Storage (Sec. 6.4.1)
Refuse and Recycling (Sec. 6.4.2)
Trash and recycling enclosure required >4 DUs and all nonresidential
Vibration (Sec. 6.4.4)

Electrical Disturbances (Sec. 6.4.5)
Fire and Explosive Hazards (Sec. 6.4.6)

...

(Ord. ____ § 2, 2024; Ord. 1348 § 13, 2023; Ord. 1324 § 1, 2022; Ord. 1314 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1198 § 1, 2018; Ord. 1196 § 1, 2018; Ord. 1160 § 1, 2017; Ord. 1139 § 2, 2016; Ord. 1136 § 1, 2016; Ord. 1111 § 18, 2016)

SECTION III.

Section 1 of Town of Jackson Ordinance Nos. 1136, 1161, 1196, 1198, 1313 and 1324; Section 2 of Town of Jackson Ordinance Nos. 1074 (part) and 1161; Sections 19 and 20 of Town of Jackson Ordinance No. 1111; and Sections 4.2.1 and 4.2.2 of the Town of Jackson Land Development Regulations are hereby amended and reenacted to read as follows:

4.2.1. Public/Semi-Public—Town (P/SP)

...

- C. **Use Standards.** Standards applicable to uses in the P/SP zone are provided or referenced below. Allowed uses are listed in subsection 1. Uses that are not listed are prohibited, unless a similar use determination is made pursuant to 6.1.2.D. Where a cross reference is provided, please see the referenced division or section for additional standards applicable in the P/SP zone. This subsection is intended to indicate all of the use standards applicable in the P/SP zone, however, all standards in Article 6 are applicable in the P/SP zone, unless stated otherwise.

...

4.Nuisance Standards	
Outside Storage	(Sec. 6.4.1)
Refuse and Recycling	(Sec. 6.4.2)
Trash and recycling enclosure required	>4 DUs and all nonresidential
Vibration	(Sec. 6.4.4)
Electrical Disturbances	(Sec. 6.4.5)
Fire and Explosive Hazards	(Sec. 6.4.6)

...

(Ord. ____ § 3, 2024; Ord. 1324 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1198 § 1, 2018; Ord. 1196 § 1, 2018; Ord. 1161 § 1, 2017; Ord. 1136 § 1, 2016; Ord. 1111 § 19, 2016)

4.2.2. Park and Open Space—Town (P)

...

- C. **Use Standards.** Standards applicable to uses in the P zone are provided or referenced below. Allowed uses are listed in subsection 1. Uses that are not listed are prohibited, unless a similar use determination is made pursuant to 6.1.2.D. Where a cross reference is provided, please see the referenced division or section for additional standards applicable in the P zone. This subsection is intended to indicate all of the use standards applicable in the P zone, however, all standards in Article 6 are applicable in the P zone, unless stated otherwise.

...

4.Nuisance Standards	
Outside Storage	(Sec. 6.4.1)
Refuse and Recycling	(Sec. 6.4.2)
Trash and recycling enclosure required	>4 DUs and all nonresidential
Vibration	(Sec. 6.4.4)
Electrical Disturbances	(Sec. 6.4.5)
Fire and Explosive Hazards	(Sec. 6.4.6)

...

(Ord. ____ § 3, 2024; Ord. 1324 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1198 § 1, 2018; Ord. 1196 § 1, 2018; Ord. 1161 § 2, 2017; Ord. 1136 § 1, 2016; Ord. 1111 § 20, 2016)

SECTION IV.

Section 1 of Town of Jackson Ordinance Nos. 1094, 1110, 1152, and 1197; Section 2 of Town of Jackson Ordinance No. 1074 (part); Section 4 of Town of Jackson Ordinance No. 1125; Section 8 of Town of Jackson Ordinance No. 1163; and Sections 6.1.10 and 6.4.3 of the Town of Jackson Land Development Regulations are hereby amended and reenacted to read as follows:

6.1.10. Transportation and Infrastructure Uses.

A. All Transportation and Infrastructure Uses.

...

3. Standards for Wireless Facility Permits.

- k). **Noise Level.** All sounds or noise emanating from a Wireless Facility, whether temporary or permanent, must comply with the noise standards set forth in Chapter 9.44 of the Jackson Municipal Code.

...

(Ord. ____ § 4, 2024; Ord. 1163 § 8, 2017; Ord. 1110 § 1, 2016; Ord. 1094 § 1, 2015)

6.4.3. Noise.

All uses shall conform with the noise standards set forth in Chapter 9.44 of the Jackson Municipal Code.

(Ord. ____ § 4, 2024; Ord. 1125 § 4, 2016; Ord. 1152 § 1, 2016; Ord. 1197 § 1, 2018)

SECTION V.

All ordinances and parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION VI.

If any section, subsection, sentence, clause, phrase, or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed as a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portions of the ordinance.

SECTION VII.

This Ordinance shall become effective after its passage, approval, and publication.

PASSED 1ST READING THE ____ DAY OF _____, 2024.

PASSED 2ND READING THE ____ DAY OF _____, 2024.

PASSED AND APPROVED THE ____ DAY OF _____, 2024.

TOWN OF JACKSON

BY: _____
Hailey Morton Levinson, Mayor

ATTEST:

BY: _____
Riley Taylor, Town Clerk

ATTESTATION OF TOWN CLERK

STATE OF WYOMING)
) ss.
COUNTY OF TETON)

I hereby certify that the foregoing Ordinance No. ____ was duly published in the Jackson Hole News and Guide, a newspaper of general circulation published in the Town of Jackson, Wyoming, on the ____ day of _____, 2024.

I further certify that the foregoing Ordinance was duly recorded on page _____ of Book _____ of Ordinances of the Town of Jackson, Wyoming.

Riley Taylor, Town Clerk

STAFF REPORT



Meeting Date:	July 15, 2024	Meeting Title:	Regular Town Council Meeting
Submitting Department:	Planning Department	Presenter:	Paul Anthony
Agenda Item:	P24-043: Request for an LDR Text Amendment to Repeal Sections Referencing Noise Standards	Public Comment:	Yes

Purpose & Policy Considerations.

All Text Amendments to the Town of Jackson Land Development Regulations (LDRs) require review and recommendation by the Planning Commission according to LDR Section 8.7.2. The Town Council makes the final decision on all LDR Text Amendments.

Requested Action.

This is a staff-initiated request. Staff proposes a Text Amendment to the Town of Jackson LDRs to repeal occurrences of noise standards within the LDRs. The proposed amendment would modify the following LDR Sections:

- 2.2.2 through 2.2.17 – Neighborhood Low Density-1 (NL-1) through Town Square-2 (TS-2)
- 2.3.10 – Business Park (BP)
- 2.3.13 – Mobile Home Park (MHP)
- 3.3.1 – Rural Residential-Town (R)
- 4.2.1 – Public/Semi-Public—Town (P/SP)
- 4.2.2 – Park and Open Space—Town (P)
- 6.1.10 – Transportation and Infrastructure Uses
- 6.4.3 – Noise

Recommendation.

The Planning Director recommends **approval** of LDR Text Amendment P24-043 as presented in this staff report.

Key Policy Question.

Staff has not identified any key policy questions for consideration at this time.

Background.

On June 6, 2022, the Town of Jackson adopted Ordinance 1317 which updated Chapter 9.44 of the Jackson Municipal Code regarding excessive noise standards. Upon adoption of Ordinance 1317, excessive noise within Town limits is now regulated through the Municipal Code rather than the LDRs. Thus, references to noise standards in the LDRs are not needed for their regulation and enforcement.

Proposed Amendment

This staff-initiated proposed Text Amendment seeks to repeal occurrences of noise standards and to then introduce references to the municipal code within the LDRs to provide consistency with other adopted Town Ordinances.

Please refer to the attached redline ordinance reading for the specific language as the below table summarizes the proposed changes.

LDR Section	Regarding	Current Language	Proposed Language
2.2.2.C.3 – 2.2.17.C.3, 2.3.10.C.4, 3.3.1.C.4, 4.2.1.C.4, 4.2.2.C.4	Operational (or Nuisance) Standards for zones: Neighborhood Low Density-1 (NL-1) through Town Square-2 (TS-2), Business Park (BP), Rural Residential-Town (R), Public/Semi-Public— Town (P/SP, Park and Open Space—Town (P)	Noise (Sec. 6.4.3) – Sound level at property line (max) 65 DBA or Max sound level at property line 65 DBA	Deletes current language
2.3.13.C.4	Operational Standards for Mobile Home Park (MHP) zone	Noise (Sec. 6.4.3) – Max sound level at property line 55 DBA	Deletes current language
6.1.10.A.3.k	Standards for Wireless Facility Permits for Transportation and Infrastructure Uses	References LDR Sec. 6.4.3	Defers to noise standards set forth in Chapter 9.44 of the Jackson Municipal Code
6.4.3	Noise	Sets standards for maximum noise, exceptions for, and measurement of	Deletes subsections for maximum noise, exceptions for, and measurement of, then defers to noise standards set forth in Chapter 9.44 of the Jackson Municipal Code

Analysis.

Staff recommend approval of all the proposed changes. The proposed amendment consolidates LDR references to noise standards then defers their regulation and enforcement to the Jackson Municipal Code. This eliminates the opportunity for duplicative or conflicting standards. Staff find the proposed amendment meets the findings of approval required by LDR Sec. 8.7.2 as described below.

Planning Commission.

The Planning Commission reviewed this item at the April 17, 2024, meeting and recommended unanimous approval to Town Council by a vote of (6-0).

Public Comment.

No public comment has been received by Staff at the time of this report.

Staff Findings.

Pursuant to Section 8.7.2 of the Town of Jackson Land Development Regulations, the advisability of amending the text of these LDRs is a matter committed to the legislative discretion of the Town Council and is not controlled by any one factor. In deciding to adopt, modify, or deny a proposed LDR Text Amendment the Town Council shall consider factors including, but not limited to, the extent to which the proposed amendment:

1. Is consistent with the purposes and organization of the LDRs;

Complies. The purposes of the LDRs per Division 1.3 are generally to implement the Comprehensive Plan and to promote the health, safety, and general welfare of the present and future inhabitants of the community. Staff finds the proposed amendment maintains this purpose but clarifies the organization of the LDRs to best reflect the adoption of Ordinance 1317 which updated noise standards in the Jackson Municipal Code.

2. Improves the consistency of the LDRs with other provisions of the LDRs;

Complies. The proposed amendment improves consistency of the LDRs. The proposed text consolidates references to noise standards to fewer sections then defers regulation and enforcement to the Municipal Code. Previous inconsistencies or errors in the LDR text for noise standards have been rectified through this process.

3. Provides flexibility for landowners within standards that clearly define desired character;

Complies. The proposed amendment maintains landowners' flexibility and shifts the regulation and enforcement of noise standards from the Land Development Regulations to the Jackson Municipal Code.

4. Is necessary to address changing conditions, public necessity, and/or state or federal legislation;

Complies. The proposed amendment responds to adopted changes in the Jackson Municipal Code as part of Ordinance 1317.

5. Improves implementation of the Comprehensive Plan; and

Not Applicable. Not applicable per Wyoming State statute.

6. Is consistent with other adopted Town Ordinances.

Complies. The proposed amendment provides consistency between the LDRs and the Jackson Municipal Code which currently have duplicative noise standards.

Fiscal Impact.

None.

Staff Impact.

The amount of Staff time to review this Text Amendment, including research and report drafting, is approximately 10 hours.

Attachments or Links.

Ordinance Redline Draft

Ordinance Clean Draft

Department Reviews

Suggested Motion.

I move to **approve** LDR Text Amendment P24-043 based upon the findings presented in the staff report, the departmental reviews, minor changes by staff, and subject to this staff report dated July 15, 2024.

STAFF REPORT



Meeting Date:	August 19, 2024	Meeting Title:	Regular Town Council Meeting
Submitting Department:	Planning Department	Presenter:	Katelyn Page
Agenda Item:	Second Reading Ordinance L to Amend Findings of Approval in the LDRs (P24-044)	Public Comment:	Yes

Purpose & Policy Considerations.

To approve at Second Reading Ordinance L to update the Town of Jackson's Land Development Regulations (LDRs) regarding findings of approval.

Requested Action.

Request to approve at Second Reading Ordinance L which would modify the Town of Jackson's LDRs regarding findings of approval. Ordinance L would modify the following sections of the LDRs:

- 4.3.1 – All Planned Resort Zones
- 8.3.2 – Sketch Plan
- 8.3.3 – Development Plan
- 8.4.3 – Conditional Use Permit
- 8.5.3 – Development Option Plan
- 8.7.2 – LDR Text Amendment
- 8.7.3 – Zoning Map Amendment
- 8.8.2 – Administrative Adjustment

Recommendation.

The Planning Director recommends Council approve at second reading proposed Ordinance L as presented in this staff report.

Background.

At the July 15, 2024, Regular Council meeting, staff presented to Council a proposed LDR text amendment regarding updates to findings of approval. Council directed staff to draft an ordinance for second reading at the next available opportunity. The July 15, 2024, staff report referencing P23-044 is attached hereto. First Reading of Ordinance L was completed at the August 5, 2024, Town Council meeting.

Public Comment.

No public comment has been received by staff at the time of this report.

Staff Findings.

Pursuant to Section 8.7.2 of the Town of Jackson Land Development Regulations, the advisability of amending the text of these LDRs is a matter committed to the legislative discretion of the Town Council and is not controlled by any one factor. In deciding to adopt, modify, or deny a proposed LDR Text Amendment the Town Council shall consider factors including, but not limited to, the extent to which the proposed amendment:

1. *Is consistent with the purposes and organization of the LDRs;*

Complies. The purposes of the LDRs per Division 1.3 are generally to implement the Comprehensive Plan and to promote the health, safety, and general welfare of the present and future inhabitants of the community. Staff finds the proposed amendment maintains this purpose but improves the organization of the LDRs to best reflect a change in the organizational structure of the Town of Jackson.

2. *Improves the consistency of the LDRs with other provisions of the LDRs;*

Complies. The proposed amendment updates Director titles and responsibilities to improve consistency across LDR Sections noted in this staff report and between the LDRs and the current organizational structure of the Town of Jackson.

3. *Provides flexibility for landowners within standards that clearly define desired character;*

Complies. The proposed amendment does not impact such flexibility for landowners but simply updates references to roles and responsibilities required of certain Town employees.

4. *Is necessary to address changing conditions, public necessity, and/or state or federal legislation;*

Complies. The amendment proposes to update Director titles and responsibilities to be reflective of the recent change in the Town of Jackson's organizational structure.

5. *Improves implementation of the Comprehensive Plan; and*

Not Applicable. Not applicable per Wyoming State statute.

6. *Is consistent with other adopted Town Ordinances.*

Complies. The proposed amendment does not conflict with any other Town Ordinances.

Fiscal Impact.

None identified at this time.

Staff Impact.

The amount of staff time to research and draft this proposed text amendment and Ordinance is approximately 12 hours.

Attachments or Links.

Ordinance L Redline

Ordinance L Blackline

Staff Report P24-044 dated July 15, 2024

Suggested Motions.

I move to approve Ordinance L on second reading.

ORDINANCE L

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF TOWN OF JACKSON ORDINANCE NOS. 1196, 1257, 1258, AND 1273; SECTION 2 OF TOWN OF JACKSON ORDINANCE NO. 1074 (PART); SECTION 3 OF TOWN OF JACKSON ORDINANCE NO. 1161; AND SECTIONS 4.3.1, 8.3.2, 8.3.3, 8.4.3, 8.5.3, 8.7.2, 8.7.3, AND 8.8.2 OF THE TOWN OF JACKSON LAND DEVELOPMENT REGULATIONS REGARDING FINDINGS OF CONSISTENCY WITH THE PURPOSES AND ORGANIZATION OF THE TOWN OF JACKSON LAND DEVELOPMENT REGULATIONS.

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

SECTION I.

Section 1 of Town of Jackson Ordinance Nos. 1196 and 1257; Section 2 of Town of Jackson Ordinance No. 1074 (part); Section 3 of Town of Jackson Ordinance No. 1161; and Section 4.3.1 of the Town of Jackson Land Development Regulations are hereby amended and reenacted to read as follows:

4.3.1. All Planned Resort Zones.

...

D. **Findings for Approval.** A Planned Resort master plan shall be approved only if all of the following findings are made.

1. Consistency with the purposes and organization of the LDRs. The Planned Resort master plan is consistent with the purposes and organization of the LDRs. ~~Consistency with Comprehensive Plan.~~ The Planned Resort master plan is consistent with the goals and objectives of the Jackson/Teton County Comprehensive Plan.

...

(Ord. § 1, 2024; Ord. 1257 § 1, 2020; Ord. 1196 § 1, 2018; Ord. 1161 § 3, 2017)

SECTION II.

Section 1 of Town of Jackson Ordinance No. 1258 and 1273, Section 2 of Town of Jackson Ordinance No. 1074 (part); and Sections 8.3.2, 8.3.3, 8.4.3, 8.5.3, 8.7.2, 8.7.3, and 8.8.2 of the Town of Jackson Land Development Regulations are hereby amended and reenacted to read as follows:

8.3.2. Sketch Plan.

...

C. **Findings for Approval.** A sketch plan shall be approved upon finding the application:

1. Is consistent with the purposes and organization of the LDRs. ~~Is consistent with the desired future character described for the site in the Jackson/Teton County Comprehensive Plan;~~

...

(Ord. § 2, 2024)

8.3.3. Development Plan.

...

C. **Findings for Approval.** A development plan shall be approved upon finding the application:

1. ~~Is consistent with the purposes and organization of the LDRs~~
~~Is consistent with the desired future character described for the site in the Jackson/Teton County Comprehensive Plan;~~

...

(Ord. § 2, 2024)

8.4.3. Conditional Use Permit (CUP).

...

C. **Findings for Approval.** A conditional use permit shall be approved upon finding the application:

1. ~~Is consistent with the purposes and organization of the LDRs~~
~~Is compatible with the desired future character of the area;~~

...

(Ord. § 2, 2024)

8.5.3. Development Option Plan.

...

C. **Findings for Approval.** A development option plan shall be approved upon finding the application:

1. ~~Is consistent with the purposes and organization of the LDRs~~
~~Is consistent with the desired future character described for the site in the Jackson/Teton County Comprehensive Plan;~~

...

(Ord. § 2, 2024)

8.7.2. LDR Text Amendment.

...

C. **Findings.** The advisability of amending the text of these LDRs is a matter committed to the legislative discretion of the Town Council and is not controlled by any one factor. In deciding to adopt or deny a proposed LDR text amendment the Town Council shall consider factors including, but not limited to, the extent to which the proposed amendment:

1. Is consistent with the purposes and organization of the LDRs;
2. Improves the consistency of the LDRs with other provisions of the LDRs;
3. Provides flexibility for landowners within standards that clearly define desired character;
4. Is necessary to address changing conditions, public necessity, and/or state or federal legislation; and

~~5. Improves implementation of the Comprehensive Plan; and~~

~~6~~5. Is consistent with other adopted Town Ordinances.

...
(~~Ord. § 2, 2024;~~ Ord. 1258 § 1, 2020)

8.7.3. Zoning Map Amendment.

...
C. **Findings for Approval.** The advisability of amending the Official Zoning Map is a matter committed to the legislative discretion of the Town Council and is not controlled by any one factor. In deciding to adopt or deny a proposed zoning map amendment the Town Council shall consider factors including, but not limited to, the extent to which the proposed amendment:

1. Is consistent with the purposes and organization of the LDRs;
- ~~2. Improves implementation of the desired future character defined in the Illustration of Our Vision chapter of the Comprehensive Plan;~~
- ~~32.~~ Is necessary to address changing conditions or a public necessity; and
- ~~43.~~ Is consistent with the other adopted Town Ordinances.

...
(~~Ord. § 2, 2024;~~ Ord. 1258 § 1, 2020)

8.8.2. Administrative Adjustment.

...
C. **Findings.** An administrative adjustment shall be approved upon finding the application:

3. ~~Is consistent with the purposes and organization of the LDRs; Is consistent with the purpose of the zone and the desired future character for the area described in the Comprehensive Plan;~~

...
(~~Ord. § 2, 2024;~~ Ord. 1273 § 1, 2021)

SECTION III.

All ordinances and parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION IV.

If any section, subsection, sentence, clause, phrase, or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed as a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portions of the ordinance.

SECTION V.

This Ordinance shall become effective after its passage, approval, and publication.

PASSED 1ST READING THE ____ DAY OF _____, 2024.

PASSED 2ND READING THE ____ DAY OF _____, 2024.

PASSED AND APPROVED THE ____ DAY OF _____, 2024.

TOWN OF JACKSON

BY: _____
Hailey Morton Levinson, Mayor

ATTEST:

BY: _____
Riley Taylor, Town Clerk

ATTESTATION OF TOWN CLERK

STATE OF WYOMING)
) ss.
COUNTY OF TETON)

I hereby certify that the foregoing Ordinance No. ____ was duly published in the Jackson Hole News and Guide, a newspaper of general circulation published in the Town of Jackson, Wyoming, on the _____ day of _____, 2024.

I further certify that the foregoing Ordinance was duly recorded on page _____ of Book _____ of Ordinances of the Town of Jackson, Wyoming.

Riley Taylor, Town Clerk

ORDINANCE L

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF TOWN OF JACKSON ORDINANCE NOS. 1196, 1257, 1258, AND 1273; SECTION 2 OF TOWN OF JACKSON ORDINANCE NO. 1074 (PART); SECTION 3 OF TOWN OF JACKSON ORDINANCE NO. 1161; AND SECTIONS 4.3.1, 8.3.2, 8.3.3, 8.4.3, 8.5.3, 8.7.2, 8.7.3, AND 8.8.2 OF THE TOWN OF JACKSON LAND DEVELOPMENT REGULATIONS REGARDING FINDINGS OF CONSISTENCY WITH THE PURPOSES AND ORGANIZATION OF THE TOWN OF JACKSON LAND DEVELOPMENT REGULATIONS.

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

SECTION I.

Section 1 of Town of Jackson Ordinance Nos. 1196 and 1257; Section 2 of Town of Jackson Ordinance No. 1074 (part); Section 3 of Town of Jackson Ordinance No. 1161; and Section 4.3.1 of the Town of Jackson Land Development Regulations are hereby amended and reenacted to read as follows:

4.3.1. All Planned Resort Zones.

...

D. **Findings for Approval.** A Planned Resort master plan shall be approved only if all of the following findings are made.

1. **Consistency with the purposes and organization of the LDRs.** The Planned Resort master plan is consistent with the purposes and organization of the LDRs.

...

(Ord. __ § 1, 2024; Ord. 1257 § 1, 2020; Ord. 1196 § 1, 2018; Ord. 1161 § 3, 2017)

SECTION II.

Section 1 of Town of Jackson Ordinance No. 1258 and 1273, Section 2 of Town of Jackson Ordinance No. 1074 (part); and Sections 8.3.2, 8.3.3, 8.4.3, 8.5.3, 8.7.2, 8.7.3, and 8.8.2 of the Town of Jackson Land Development Regulations are hereby amended and reenacted to read as follows:

8.3.2. Sketch Plan.

...

C. **Findings for Approval.** A sketch plan shall be approved upon finding the application:

1. Is consistent with the purposes and organization of the LDRs.

...

(Ord. __ § 2, 2024)

8.3.3. Development Plan.

...

C. **Findings for Approval.** A development plan shall be approved upon finding the application:

1. Is consistent with the purposes and organization of the LDRs;

...

(Ord. __ § 2, 2024)

8.4.3. Conditional Use Permit (CUP).

...

C. **Findings for Approval.** A conditional use permit shall be approved upon finding the application:

1. Is consistent with the purposes and organization of the LDRs;

...

(Ord. __ § 2, 2024)

8.5.3. Development Option Plan.

...

C. **Findings for Approval.** A development option plan shall be approved upon finding the application:

1. Is consistent with the purposes and organization of the LDRs;

...

(Ord. __ § 2, 2024)

8.7.2. LDR Text Amendment.

...

C. **Findings.** The advisability of amending the text of these LDRs is a matter committed to the legislative discretion of the Town Council and is not controlled by any one factor. In deciding to adopt or deny a proposed LDR text amendment the Town Council shall consider factors including, but not limited to, the extent to which the proposed amendment:

1. Is consistent with the purposes and organization of the LDRs;
2. Improves the consistency of the LDRs with other provisions of the LDRs;
3. Provides flexibility for landowners within standards that clearly define desired character;
4. Is necessary to address changing conditions, public necessity, and/or state or federal legislation; and
5. Is consistent with other adopted Town Ordinances.

...

(Ord. __ § 2, 2024; Ord. 1258 § 1, 2020)

8.7.3. Zoning Map Amendment.

...

- C. **Findings for Approval.** The advisability of amending the Official Zoning Map is a matter committed to the legislative discretion of the Town Council and is not controlled by any one factor. In deciding to adopt or deny a proposed zoning map amendment the Town Council shall consider factors including, but not limited to, the extent to which the proposed amendment:
1. Is consistent with the purposes and organization of the LDRs;
 2. Is necessary to address changing conditions or a public necessity; and
 3. Is consistent with the other adopted Town Ordinances.

...

(Ord. ___ § 2, 2024; Ord. 1258 § 1, 2020)

8.8.2. Administrative Adjustment.

...

- C. **Findings.** An administrative adjustment shall be approved upon finding the application:
3. Is consistent with the purposes and organization of the LDRs;

...

(Ord. ___ § 2, 2024; Ord. 1273 § 1, 2021)

SECTION III.

All ordinances and parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION IV.

If any section, subsection, sentence, clause, phrase, or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed as a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portions of the ordinance.

SECTION V.

This Ordinance shall become effective after its passage, approval, and publication.

PASSED 1ST READING THE ____ DAY OF _____, 2024.

PASSED 2ND READING THE ____ DAY OF _____, 2024.

PASSED AND APPROVED THE ____ DAY OF _____, 2024.

TOWN OF JACKSON

BY: _____
Hailey Morton Levinson, Mayor

ATTEST:

BY: _____
Riley Taylor, Town Clerk

ATTESTATION OF TOWN CLERK

STATE OF WYOMING)
) ss.
COUNTY OF TETON)

I hereby certify that the foregoing Ordinance No. ____ was duly published in the Jackson Hole News and Guide, a newspaper of general circulation published in the Town of Jackson, Wyoming, on the _____ day of _____, 2024.

I further certify that the foregoing Ordinance was duly recorded on page _____ of Book _____ of Ordinances of the Town of Jackson, Wyoming.

Riley Taylor, Town Clerk

STAFF REPORT



Meeting Date:	July 15, 2024	Meeting Title:	Regular Town Council Meeting
Submitting Department:	Planning Department	Presenter:	Paul Anthony
Agenda Item:	P24-044: Request for an LDR Text Amendment to Findings of Approval	Public Comment:	Yes

Purpose & Policy Considerations.

All Text Amendments to the Town of Jackson Land Development Regulations (LDRs) require review and recommendation by the Planning Commission according to LDR Section 8.7.2. The Town Council makes the final decision on all LDR Text Amendments.

Requested Action.

This is a staff-initiated request. Staff proposes a Text Amendment to the Town of Jackson LDRs regarding findings of consistency with the purposes and organization of the Town of Jackson LDRs. The proposed amendment would modify the following LDR Sections:

- 4.3.1 – All Planned Resort Zones
- 8.3.2 – Sketch Plan
- 8.3.3 – Development Plan
- 8.4.3 – Conditional Use Permit
- 8.5.3 – Development Option Plan
- 8.7.2 – LDR Text Amendment
- 8.7.3 – Zoning Map Amendment
- 8.8.2 – Administrative Adjustment

Recommendation.

The Planning Director recommends **approval** of LDR Text Amendment P24-044 as presented in this staff report.

Key Policy Question.

Staff has not identified any key policy questions for consideration at this time.

Background.

All Wyoming counties are required by law to adopt Comprehensive Plans to guide future growth. Zoning is not required but if a zoning ordinance is adopted it must be done in accordance with a Comprehensive Plan. In reviewing a specific development application, however, a recent Wyoming Supreme Court case indirectly called into the question the ability of Towns to deny an application based solely on the reason that the project inconsistent with a Comprehensive Plan. Thus, because the LDRs currently include findings of approval for various permit types or administrative decisions that require consistency with the Jackson/Teton County Comprehensive Plan, the Town Attorney has advised that these findings be replaced with the proposed text.

Proposed Amendment

This staff-initiated Text Amendment seeks to replace references to consistency with the Jackson/Teton County Comprehensive Plan with consistency with the purposes and organization of the Town of Jackson LDRs. These occurrences are found in language for findings of approval for various permit types or administrative decisions. Please refer to the attached redline ordinance reading for the specific language as the below table summarizes the proposed changes.

LDR Section	Regarding	Current Language	Proposed Language
4.3.1.D.1	Findings for Approval for the Planned Resort Zones	Consistency with the Comprehensive Plan The Planned Resort master plan is consistent with the goals and objectives of the Jackson/Teton County Comprehensive Plan	Consistency with the purposes and organization of the LDRs The Planned Resort master plan is consistent with the purposes and organization of the LDRs
8.3.2.C.1 8.3.3.C.1 8.4.3.C.1 8.5.3.C.1	Findings for Approval for the following permits and administrative procedures: Sketch Plan, Development Plan, Conditional Use Permit, and Development Option Plan	Is consistent with the desired future character described for the site in the Jackson/Teton County Comprehensive Plan	Is consistent with the purposes and organization of the LDRs
8.7.2	Findings for Approval for LDR Text Amendments	Improves implementation of the Comprehensive Plan	Deletes this text
8.7.3	Findings for Approval for LDR Zoning Map Amendment	Improves implementation of the desired future character defined in the Illustration of Our Vision chapter of the Comprehensive Plan	Deletes this text
8.8.2.C.3	Findings for Approval for Administrative Adjustment	Is consistent with the purpose of the zone and the desired future character for the area described in the Comprehensive Plan	Is consistent with the purposes and organization of the LDRs

Analysis.

Staff recommend approval of all the proposed changes. The proposed amendment removes language within the LDRs requiring findings of consistency with the Jackson/Teton County Comprehensive Plan. Staff find the proposed amendment meets the findings of approval required by LDR Sec. 8.7.2 as described below.

Planning Commission.

The Planning Commission reviewed this item at the April 17, 2024, meeting and recommended unanimous approval to Town Council by a vote of (6-0).

Public Comment.

No public comment has been received by Staff at the time of this report.

Staff Findings.

Pursuant to Section 8.7.2 of the Town of Jackson Land Development Regulations, the advisability of amending the text of these LDRs is a matter committed to the legislative discretion of the Town Council and is not controlled by any one factor. In deciding to adopt, modify, or deny a proposed LDR Text Amendment the Town Council shall consider factors including, but not limited to, the extent to which the proposed amendment:

1. Is consistent with the purposes and organization of the LDRs;

Complies. The purposes of the LDRs per Division 1.3 are generally to implement the Comprehensive Plan and to promote the health, safety, and general welfare of the present and future inhabitants of the community. The proposed amendment maintains this purpose while removing language that requires findings of approval to be consistent with the Jackson/Teton County Comprehensive Plan.

2. Improves the consistency of the LDRs with other provisions of the LDRs;

Complies. The proposed amendment maintains consistency between findings of approval and other provision of the LDRs while removing language that requires findings of approval to be consistent with the Jackson/Teton County Comprehensive Plan.

3. Provides flexibility for landowners within standards that clearly define desired character;

Complies. The proposed amendment maintains landowners' flexibility. The proposed amendment bases findings of approval solely on the purpose and intent of the LDRs and removes findings of approval to be consistent with the goals and objectives, desired future character, and/or implementation of the Jackson/Teton County Comprehensive Plan.

4. Is necessary to address changing conditions, public necessity, and/or state or federal legislation;

Complies. The proposed amendment responds to recent legal direction by the Supreme Court of Wyoming stating that denial of a zoning permit cannot be based solely upon a single finding of approval related to inconsistency with the Comprehensive Plan. The proposed Text Amendment removes language tying findings of approval in the Town of Jackson LDRs to the Jackson/Teton County Comprehensive Plan.

5. Improves implementation of the Comprehensive Plan; and

Not Applicable. Not applicable per Wyoming State statute. This Text Amendment would remove this finding of approval.

6. Is consistent with other adopted Town Ordinances.

Complies. The proposed amendment maintains consistency between the LDRs and other adopted Town Ordinances.

Fiscal Impact.

None.

Staff Impact.

The amount of Staff time to review this Text Amendment, including research and report drafting, is approximately 10 hours.

Attachments or Links.

Ordinance Redline Draft

Ordinance Clean Draft

Department Reviews

Suggested Motion.

I move to **approve** LDR Text Amendment P24-044 based upon the findings presented in the staff report, the departmental reviews, minor changes by staff, and subject to this staff report dated July 15, 2024.

STAFF REPORT



Meeting Date:	August 19, 2024	Meeting Title:	Regular Town Council Meeting
Submitting Department:	Planning Department	Presenter:	Paul Anthony
Agenda Item:	First Reading Ordinance M to extend temporary moratorium deadline (PM24-004)	Public Comment:	Yes

Purpose & Policy Considerations.

To approve at first reading Ordinance M to extend the deadline of Ordinance 1373, a 120-day temporary moratorium on big buildings, adopted by the Council on June 3, 2024.

Requested Action.

Request to approve at first reading Ordinance M which would extend the current temporary moratorium deadline of Ordinance 1373 from October 1, 2014, to November 20, 2024.

Recommendation.

The Planning Director recommends Council approve at first reading proposed Ordinance M as presented in this staff report.

Background.

On June 3, 2024, the Town Council adopted Ordinance 1373 which was an emergency declaration to impose a 120-day moratorium to halt the acceptance of development applications for "large buildings." The adoption of the emergency ordinance created a short timeline for staff, the community, and decision makers to consider, draft, and adopt amendments to the LDRs and, if necessary, the Design Guidelines. Even so, the Town will follow all required and regular procedural requirements to make these changes, including having three readings to approve any LDR text amendments. The 120-day moratorium expires on October 1, 2024, unless the Council extends the moratorium period through another ordinance.

Below is staff's most current summary of the upcoming moratorium meeting schedule:

August (2024)

- **August 14: DRC meeting (purpose is to focus on changes to Design Guidelines)**
- **August 19: TC workshop (today's meeting)**
- **August 19: TC Regular Meeting (potentially extend moratorium deadline)**
- **August 28: PC Regular meeting (review and recommend on redline)**

September (2024)

- **September 9: TC public hearing (approve redline)**
- **September 16: TC 1st Reading**
- **September 16 – Oct. 1: 2nd and 3rd reading (Special Meetings)**

October (2024)

- **October 1 – end of moratorium (can be extended by Council if necessary)**

Staff notes that finishing all of the required ordinance readings before the October 1 deadline will be difficult without multiple special meetings and tight deadlines on staff reports. For this reason, staff recommends that the moratorium deadline be extended from October 1, 2024, to November 20, 2024. This would provide another 45+ days (and four regular Council meetings) for staff, Council, and the community to work together to finalize and adopt changes to address big buildings.

Public Comment.

No public comment has been received by staff at the time of this report.

Staff Findings.

There are no formal findings for adoption of this ordinance because the requirements for adoption of ordinances are controlled by state statute.

Fiscal Impact.

None identified at this time.

Staff Impact.

The amount of staff time to research and draft this proposed text amendment and ordinance is approximately 2 hours.

Attachments or Links.

Ordinance M

Staff Report PM24-004 dated August 19, 2024, Town Council regular workshop

Suggested Motion.

I move to approve Ordinance M on first reading.

ORDINANCE M

AN ORDINANCE EXTENDING THE TEMPORARY MORATORIUM ON THE SUBMISSION AND ACCEPTANCE OF APPLICATIONS TO CREATE, ADD, OR CHANGE THE USE OF THE HABITABLE FLOOR AREA FOR NON-RESIDENTIAL BUILDINGS LARGER THAN 35,000 HABITABLE SQUARE FEET WITHIN THE COMMERCIAL RESIDENTIAL - 1 (CR-1), COMMERCIAL RESIDENTIAL - 2 (CR-2), COMMERCIAL RESIDENTIAL - 3 (CR-3), DOWNTOWN CORE -1 (DC-1), AND DOWNTOWN CORE - 2 (DC-2) PURSUANT TO THE TOWN OF JACKSON LAND DEVELOPMENT REGULATIONS AND PROVIDING FOR AN EFFECTIVE DATE AND A TIME FOR TERMINATION.

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

SECTION I.

A moratorium is imposed on the submission and acceptance of applications to create, add, or change the use of the habitable floor area pursuant to the Town of Jackson Land Development Regulations for non-residential buildings larger than 35,000 habitable square feet in habitable floor area within the Commercial Residential - 1 (CR-1), Commercial Residential - 2 (CR-2), Commercial Residential - 3 (CR-3), Downtown Core-1(DC-1), and Downtown Core-2 (DC-2). During the term of this moratorium, the Town will continue to accept, review, and process applications for non-residential buildings within all other zones.

SECTION II.

The purpose of this moratorium is for the immediate preservation of the public peace, health, safety, and welfare to allow the Town sufficient time to review and amend its Land Development Regulations to adequately address issues relating to the size and scale of buildings being constructed within the Town, and the environmental, infrastructure, and traffic generation of such buildings. In 2016, the Town removed a maximum square footage for buildings in certain zones. Since that time, the effects of this regulatory change have increasingly impacted the Town and its residents. The size and scale of buildings being constructed because of the removal of the maximum limit is fundamentally altering the community, generating negative traffic impacts, evoking strong, and varied opinions from residents and businesses. The downtown core and commercial corridors of the Town have a unique character that comprise the heart of the Town. Changes to that culture and character should be debated and discussed thoughtfully. The public initially, and the Council thereafter, requested a temporary moratorium, during which time the community can consider, discuss, and debate amendments to the Land Development Regulations that would prevent large buildings from fundamentally altering the character, nature, and uniqueness of downtown Jackson.

SECTION III.

The provisions of this Ordinance are effective through and including November 20, 2024, and the moratorium extended by this Ordinance shall be in effect until November 20, 2024, unless sooner repealed. During this period, the Legal, Planning and Building, and Administrative Departments are directed to develop and present for Council and community consideration, review, and debate new Land Development Regulations with respect to maximum building size within the Commercial Residential - 1 (CR-1),

Commercial Residential - 2 (CR-2), Commercial Residential - 3 (CR-3), Downtown Core -1 (DC-1), and Downtown Core - 2 (DC-2).

SECTION IV.

This Ordinance shall apply to any applications to create, add, or change the use of the habitable floor area pursuant to the Town of Jackson Land Development Regulations for non-residential buildings larger than 35,000 habitable square feet within the Commercial Residential-1 (CR-1), Commercial Residential- 2 (CR-2), Commercial Residential - 3 (CR-3), Downtown Core - 1 (DC-1), and Downtown Core - 2 (DC-2), not deemed sufficient at the time of adoption of this Ordinance and any application attempted to be submitted at any time prior to a repeal or expiration of this Ordinance.

SECTION V.

If any section, sentence, clause, phrase, or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate distinct and independent provision and such holding shall not affect the validity of the remaining portions of the Ordinance.

SECTION VI.

This Ordinance shall become effective on September 30, 2024.

PASSED 1ST READING THE ____ DAY OF ____, 2024.

PASSED 2ND READING THE ____ DAY OF ____, 2024.

PASSED AND APPROVED THE ____ DAY OF ____, 2024.

TOWN OF JACKSON

BY: _____
Hailey Morton Levinson, Mayor

ATTEST:

BY: _____
Riley Taylor, Town Clerk

ATTESTATION OF TOWN CLERK

STATE OF WYOMING

) ss.

COUNTY OF TETON

)

I hereby certify that the foregoing Ordinance ____ was duly published in the Jackson Hole News and Guide, a newspaper of general circulation published in the Town of Jackson, Wyoming, on the _____ day of _____, 2024. I further certify that the foregoing Ordinance was duly recorded on page ____ of Book ____ of Ordinances of the Town of Jackson, Wyoming.

Riley Taylor, Town Clerk

PROCLAMATION FOR EMERGENCY ORDINANCE

WHEREAS, Pursuant to §15-1-116(a) of the Wyoming Statutes, emergency ordinances are effective upon proclamation of the Mayor.

NOW, THEREFORE, I, Hailey Morton Levinson, Mayor of the Town of Jackson, Wyoming, do hereby proclaim Ordinance 1373, an emergency ordinance placing a temporary moratorium on the submission and acceptance of applications to create, add, or change the use of the habitable floor area pursuant to the Town of Jackson Land Development Regulations for non-residential buildings larger than 35,000 habitable square feet within the Commercial Residential - 1, Commercial Residential - 2, Commercial Residential - 3, Downtown Core - 1, And Downtown Core - 2 pursuant to the Town of Jackson Land Development Regulations is hereby effective.

STAFF REPORT



Meeting Date:	August 19, 2024	Meeting Title:	Workshop Town Council
Submitting Department:	Planning Department	Presenter:	Paul Anthony
Agenda Item:	Workshop for Temporary Emergency Building Moratorium (PM24-004)	Public Comment:	Yes

Purpose & Policy Considerations.

The purpose is for the Town Council to review and confirm the direction it provided staff on August 5, 2024, on proposed changes to the Town of Jackson Land Development Regulations (LDRs) and/or Design Guidelines to address the size of buildings in response to the 120-day emergency building moratorium adopted by the Council on June 3, 2024.

Requested Action.

Staff are requesting that the Council confirm and/or clarify its initial direction for making changes to the LDRs and Design Guidelines so that staff can draft a redline version of changes for consideration at upcoming meetings.

In addition, staff is requesting that the Council approve extending the moratorium deadline from October 1, 2024, to November 20, 2024.

Recommendation.

The Planning Director is supportive of all of the Council's initial direction presented in this staff report. A final recommendation will be provided in the next phase of the review once staff has had adequate time to fully analyze and finalize each of the proposed changes.

The Planning Director recommends approval of extending the moratorium deadline from October 1, 2024, to November 20, 2024.

Key Policy Questions.

1. Can the Council confirm (and clarify, if necessary) the initial direction it provided to staff on August 5, 2024, related to the moratorium, as summarized in this staff report?
2. Are there changes not included in this staff report that the Council would like to include to address large buildings as part of the moratorium?
3. Does the Council support extending the moratorium deadline from October 1, 2014, to November 20, 2024, to provide more time to draft and adopt changes related to the moratorium?

Background.

On June 3, 2024, the Town Council adopted Ordinance 1373 which was an emergency declaration to impose a 120-day moratorium to halt the acceptance of development applications for "large buildings." Since that time, staff has been meeting with the Planning Commission, Design Review Committee, and Council to consider and draft targeted changes to the LDRs and Design Guidelines to address the scale and character of big buildings consistent with Council direction.

Most recently, the Council met on August 5, 2024, and provided staff detailed direction that focused on the following six items:

- Maximum building size;
- Maximum use size;
- Conditional Use Permit for large buildings;
- Maximum façade width;
- 2:1 Workforce Housing Bonus
- Design Guidelines

The Council continued this moratorium discussion to the Council's regular workshop on August 19, 2024, for additional confirmation and clarification on these same items.

Review Schedule.

Below is staff's most current summary of the upcoming moratorium meeting schedule, which is subject to change based on Council action.

August (2024)

- **August 14: DRC meeting (purpose is to focus on changes to Design Guidelines)**
- **August 19: TC workshop (today's meeting)**
- **August 19: TC Regular Meeting (potentially extend moratorium deadline)**
- **August 28: PC Regular meeting (review and recommend on redline)**

September (2024)

- **September 9: TC public hearing (approve redline)**
- **September 16: TC 1st Reading**
- **September 16 – Oct. 1: 2nd and 3rd reading (Special Meetings)**

October (2024)

- **October 1 – end of moratorium (can be extended by Council if necessary)**

Staff notes that finishing all of the required ordinance readings before the October 1 deadline will be difficult without multiple special meetings and tight deadlines on staff reports. For this reason, staff recommends that the moratorium deadline be extended from October 1, 2024, to November 20, 2024. This would provide another 45+ days (and four regular Council meetings) for staff, Council, and the community to work together to finalize and adopt changes to address big buildings. Staff will ask Council for its input on this request at this workshop and if the Council is supportive then staff would present an ordinance for first reading at the Council's regular evening meeting that same day on August 19.

Analysis.

Below staff has summarized the initial direction provided by the Council to staff at the August 5, 2024, meeting. The goal of this workshop is for the Council to confirm this direction and/or clarify any items if necessary. The purpose of staff's summary is not to provide every detail or nuance of the change but to provide the core changes we heard from the Council to confirm whether we are on the right track.

In addition, we have provided a list of the items that did not make it on the proposed changes list because these items were determined to be longer-term items that need significant public outreach and/or staff time to address and so are documented for potential future action.

MAXIMUM BUILDING SIZE

Intent: To establish a clear maximum size(s) for buildings that applies in all/some areas of Town.

Council Direction:

- 40,000 sf in Downtown Area (DC-1; DC-2; CR-1; CR-2).
- 50,000 sf in Highway Corridor (CR-3).
- No change outside of these two areas – i.e., Neighborhood Low-Density -1 (NH-1); Business Park (BP); Public/Semi-public (P/SP); or single-family residential zones (already have 10,000 sf max.).
- All above ground habitable floor area and non-habitable garage floor area counts against maximum building size.

MAXIMUM USE SIZE

Intent: To consider whether certain uses have special needs to justify a higher use size (and building size) than the maximum building sizes chosen by the Council. The two uses raised by staff are hotels and 100% deed restricted housing.

Council Direction:

- 50,000 sf for hotels and 100% deed-restricted housing in downtown area (DC-1; DC-2; CR-1; CR-2)
 - This would mean that hotels and 100% deed-restricted housing could be in buildings that are 50,000 sf in size in the downtown area, more than the 40,000 sf maximum. However, no increased size would be allowed in the highway corridor for these two uses.
 - Council wanted to make sure that “hotel” use would be defined to clearly limit the total amount of amenity space (i.e., not hotel rooms) that is allowed, such as restaurant, spa, gift shop, etc.
 - Also need to better define a “hotel room” to clearly distinguish it between a short-term rental unit. This may also require that we establish maximum size of an individual hotel room and/or short-term rental unit.

- Staff will likely recommend that we allow a certain small percentage (e.g., 10%) of non-residential floor area be included with deed restricted housing to allow for ground-level commercial uses (e.g., King Street Condos and 105 Mercill).

CONDITIONAL USE PERMIT (CUP) REVIEW FOR LARGER BUILDINGS

Intent: *To require public review by the Planning Commission and Council for large buildings to address any significant negative impacts to the public and neighbors from a specific large project. A CUP process would allow addition of conditions of approval and greater scrutiny by staff, Council, and the public, including the use of 3rd-party experts/consultants when necessary.*

Council Direction:

- Require a CUP for projects that exceed a certain size (four town lots (30,000 sf) was offered as one possibility).
 - The list of issues/impacts that the CUP would be designed to address include: Traffic, groundwater, historic preservation, stormwater, landscaping, public space, and lighting.
 - Staff's is comfortable with the four-lot threshold for a CUP but will also further consider a smaller 3-lot threshold as a possibility.
 - Staff will also consider whether additional substantive standards need to be adopted to clarify the purpose of the CUP and provide clear guidance for landowners, the public, and town officials so they know what to expect from the process.

MAXIMUM BUILDING FACADE LENGTH

Intent: *To establish a maximum length for a building façade along a street to reduce the perceived scale of the building. This would prevent, for example, a building from spanning the entire length of a block.*

Council Direction:

- Maximum facade length: 150' – 200' in the Downtown area.
 - Need to propose additional specific standards for corner lots because they have two street frontages and so can have greater visual impacts.
- Maximum facade length: 200' – 300' in highway corridor (if located within first 100' of street ROW).

2:1 WORKFORCE HOUSING BONUS

Intent: *To make targeted changes to the 2:1 Workforce Housing Bonus to reduce its role in creating large buildings.*

Council Direction:

- To require all 2:1 floor area (both market units and deed restricted units) to be located on site.

- To not exempt 2:1 bonus floor area from the newly adopted maximum building size limits.
- To not exempt 2:1 bonus floor area from development review thresholds.

DESIGN GUIDELINES

Intent: *To amend the Design Guidelines to provide better clarity, predictability, and “teeth” for review of large buildings. A more comprehensive update of the Design Guidelines may be appropriate but that should wait until after the moratorium.*

Council Direction:

- Council supported the initial recommendations (see immediately below) provided by the DRC. These recommendations will be updated by the DRC in their August 14 meeting and staff can update the Council on any changes at the workshop on August 19.
 - **Large individual buildings:** Add direction that the larger the building the larger the required architectural changes will need to be (e.g., roof changes, additive and subtractive elements, etc.). Higher design standards will apply to larger buildings to address mass and scale.
 - **Multiple adjacent buildings:** Add text that adjacent buildings cannot look the same (cannot repeat same design) and then provide guidance on factors to make buildings different (materials, windows, roofs, general design, etc.).
 - **Neighborhood Context:** Add text that clarifies that building design must better address neighborhood location/context.
 - **Exterior Materials:** Clarify that exterior materials need to have integrity, be authentic, and not mimic other materials (e.g., vinyl that imitates wood).

Items not included in Council direction but documented for potential future action:

- Full update of 2:1 Workforce Housing Bonus tool
- Full update of the Design Guidelines
- Comprehensive Plan full update
- Addressing of secondary impacts of big buildings (traffic, jobs, environmental, etc.)
- Addressing unintended consequences of LDRs on our community goals
- Sustainability standards in LDRs (reduce GHGs/landscaping) and possibly building code
- Reconsideration of our form-based standards in LDRs.
- Consideration of context sensitive standards
- Consideration of establishing a maximum development site size

Council may consider and direct staff to address some of these items at this time.

Public Comment.

No public comment on this item has been received by staff since the Council’s August 5, 2024, regular meeting.

Fiscal Impact.

No fiscal impact is identified at this time.

Staff Impact.

The amount of staff time to draft and present this staff report is approximately 8 hours.

Attachments or Links.

Staff Report from August 5, 2014, Council regular meeting

Suggested Motion.

I move to direct Staff to prepare a redline draft of the recommended amendments to the Land Development Regulations and Design Guidelines as provided in this staff report, dated August 19, 2024, and as provided in the Council's discussion in this workshop.

MEMORANDUM

TO: Mayor and Town Council

FR: Tyler Sinclair, Town Manager

DT: August 19, 2024

RE: Town Manager's Report

Server Room Relocation and AV Upgrade in Chambers

The current Town Hall server room, originally constructed in a space not designed for server purposes, has served the Town well since the mid 90s and is now sorely in need of replacement due to space needs for safety and air circulation, and for air conditioning needs. The Town has recently experienced several challenges in continuing to provide sufficient and secure service from this space and upon further review, staff believes the best course of action is to relocate this server room in an appropriately redesigned and dedicated space.

Staff has determined the expansion, redesign, and/or relocation of the Town Hall server room an emergent priority. Funding for this will displace some projects in the Facilities and IT budgets for FY25, including a likely impact to the scope and/or timing of Chambers AV upgrades planned for review and implementation this fiscal year. Staff will continue to work with all users of the Council Chambers to provide assistance related to AV needs until the upgrade project is completed.

Request for Support from the Wind River Community Alliance

The Wind River Community Alliance is planning a celebration of Indigenous People's Day on Monday, October 14 with various tribal members. This event will celebrate and honor America's first inhabitants and the Tribal Nations that continue to thrive today and will include sharing food, storytelling, dancing, drumming, and singing. This celebration will continue to foster connection and conversation and will take place in the lobby and auditorium of the Center for the Arts from 5:30-8:30pm. Indigenous Peoples' Day is now recognized nationally and will be on October 14, 2024. As a reminder, after it was recommended by the Town's Equity Task Force, Town Council approved a proclamation to recognize Indigenous People's Day, which will be read at Council's first regular meeting in October the week before this event. With this overlap, and the Town's commitment to continue building relationships with local tribes, staff finds this to be an ideal use of community funding dollars. With the approval of the Town Manager's Report, the Wind River Community Alliance will receive \$5,000 to support the celebration of Indigenous People's Day overall and ensuring that performers and members of local tribes can travel to and stay in Jackson for the event.

Temporary Sign Permits

The Temporary Sign Permits for Council consideration at this meeting are:

- ✓ TCSAR requests to hang two temporary banners - one at 105 Buffalo Way (Albertsons) and the other at 200 Powderhorn Lane, (Powderhorn Park) from October 6-19, 2024, - to advertise their annual WYSAW event (P24-098).
- ✓ Horseshoe Music festival requests to hang three temporary banners - one at 105 Buffalo Way (Albertsons) from August 25-31, 2024, and two at 750 W Broadway (The Virginian Lodge) from August 22-September 1 and August 29-September 1, 2024, - to advertise their annual music festival (P24-099).
- ✓ Climb Wyoming requests to hang one temporary banner at 105 Buffalo Way (Albertsons) from September 15-21, 2024, - to advertise their annual career training event (P24-100).
- ✓ Jackson/Teton Co. Animal Shelter requests to hang two temporary banners - one at 105 Buffalo Way (Albertsons) from September 8-14, 2024, and the other at 255 W Deloney Ave. (Miller Park) from September 1-14, 2024, - to advertise their participation in Old Bills Fun Run (P24-113).
- ✓ JH Book Festival requests to hang one temporary banner at 105 Buffalo Way (Albertsons) from October 20-26, 2024, - to advertise their first annual book festival (P24-117).

Staff recommends approval of these requests and with the approval of the Town Manager's report, staff will issue the Temporary Sign Permits as requested.

DOE Charging and Fueling Infrastructure Grant Letter of Commitment

At the May 15, 2023, Town Council meeting, Council gave approval for staff to work with Sustainable Strategies to apply for a Department of Transportation Charging and Fueling Infrastructure Grant, in collaboration with Teton County, Yellowstone-Teton Clean Cities, Jackson Hole Airport, Teton Village Association, and concessionaires within Grand Teton and Yellowstone National Parks. The Town of Jackson was not selected for the first round of funding. However, our application was "highly recommended" for future funding opportunities. In June, staff resubmitted our application for consideration.

The July 15, 2024 Town Manager's Report informed Council of a new pool of funding available for the Charging and Fueling Infrastructure Grant. Upon approval of the Town Manager's Report, staff began improving upon our previous grant application. Grant applications are due August 28th, 2024, and require a 20% match. If both our resubmittal and our new application are awarded funding, we will be able to select the more favorable one.

As a grant partner and the primary applicant, a letter of commitment from the Town of Jackson is required. Upon approval of this Town Manager's Report, staff will have the attached letter of commitment executed by Mayor Morton Levinson.

Wildlife Crossings Pilot Program Letter of Support

At the February 26, 2024 Regular Town Council Workshop, Teton County Public Works Project Manager Chris Colligan presented the County's plans for wildlife crossings north of Town on Highway 89/91. North US 89 is the gateway to the Town of Jackson from the north and provides a transition from Grand Teton National Park to the National Elk Refuge to the Town. 40% of collisions on that stretch of road involve wildlife. The draft design plans include a combination of underpasses, an overpass, and fencing improvements.

The County is applying for a Wildlife Crossings Pilot Program grant to help fund the program and plans to use SPET funds for the required match. The County is seeking a letter of support for the grant application from the Town of Jackson. Upon approval of this Town Manager's Report, staff will have the attached letter of support executed by Mayor Morton Levinson.



ADMINISTRATION DEPARTMENT

August 19, 2024

The Honorable Pete Buttigieg
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Town of Jackson's Commitment to the Jackson-Teton-Yellowstone EV Charging Expansion Project

Dear Mr. Pete Buttigieg,

I am writing to express my strong support for the Town of Jackson's application to the Charging and Fueling Infrastructure grant program for the Jackson-Teton-Yellowstone EV Charging Expansion Project. With grant funds, a partnership among the Town of Jackson, Teton County, and local sustainability organizations will install level 2 and DCFC charging stations at strategic public locations throughout the Teton County region. The project will advance the region's climate, health, and mobility goals by reducing greenhouse gas emissions and expanding access to charging infrastructure.

The Town of Jackson has committed to ambitious sustainability goals, including a resolution to be Net Zero by 2030 that was unanimously approved by our Town Council in April of 2020. As a gateway community to two national parks that are visited primarily by private vehicles, more than 60% of our community's greenhouse gas emissions are attributed to surface transportation. Our new Sustainability Plan, accepted on July 1, 2024, aims to reduce greenhouse gas emissions attributed to surface transportation by 30% by 2030. To meet this goal, we need a rapid transition to electric vehicles. Expanding public electric vehicle charging infrastructure will benefit residents who live in affordable, workforce, and multi-family housing who do not have charging capabilities at home as well as tourists who need dependable locations to charge their vehicles. Though we are a small town of just over 10,000 permanent residents, we need services and infrastructure to serve the 3-4 million visitors who visit our Town every year. Our local economy depends on our ability to serve the needs of these visitors, including ample and reliable access to electric vehicle charging stations.

The Town of Jackson is ready to be engaged and supportive of the Jackson-Teton-Yellowstone EV Charging Expansion Project moving forward. We commit to provide the following resources and participate in the following project activities:

- Serve as the lead applicant, coordinating with partner organizations in the region to complete electric vehicle charging infrastructure expansion in the region.
- Dedicate staff time to support grant implementation.
- Provide a 20% match for all electric vehicle charging infrastructure on Town-owned properties and use best efforts to contract with a private vendor that will provide the required non-federal cost share.
- Share our successes and learnings with other mountain towns and gateway communities.



Please give Jackson's application the highest consideration. Thank you.

Sincerely,

Mayor Hailey Morton Levinson
Town of Jackson



September 1, 2024

The Honorable Shailen Bhatt, Administrator
Federal Highway Administration
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Support for North US Highway 89 Wildlife Crossings, between the Town of Jackson and Grand Teton National Park.

Dear Administrator Bhatt:

On behalf of the Town of Jackson, I would like to convey our support of Teton County's application to the Wildlife Crossings Pilot Program (WCPP) to complete the North US Highway 89 wildlife crossings project, adjacent to the National Elk Refuge (Refuge). The Infrastructure and Jobs Act of 2021 established the WCPP to provide federal funding to projects that reduce wildlife vehicle collisions and enhance human safety while improving habitat connectivity and conservation for terrestrial and aquatic species. This project aligns strongly with these objectives.

North US Highway 89 is a vital corridor for our community with an average daily traffic volume of 9,800 vehicles and 40% of all crashes reported in this stretch involve wildlife. This portion of the highway is a highly utilized primary route for visitors driving to and from Jackson, Wyoming, to popular visitor destinations and access to the Refuge, Grand Teton National Park, Yellowstone National Park, and the Bridger Teton National Forest.

The Refuge lies in the southern portion of the Greater Yellowstone Ecosystem and is well known for harboring up to 9,000 elk from the Jackson Elk Herd that migrate to the Refuge each winter as well as numerous mule deer, bighorn sheep, moose, and other wildlife species. Annually, the Refuge hosts over 495,000 visitors who come to the area for wildlife viewing and other wildlife based recreational opportunities. Visitors of the Refuge and the adjacent Grand Teton National Park and Bridger Teton National Forest significantly contribute to the economy of the Jackson Hole area and Teton County, Wyoming. Recent studies regarding the economic benefits of visitors to the Teton County area found that tourism generated more than \$1.65 billion in economic output. Wildlife viewing and hunting account for a substantial portion of these economic benefits.



The proposed construction project would provide for safe passage of wildlife and people in this landscape, with crossing locations over and under the highway to facilitate wildlife and habitat connectivity. The project would also replace an aging existing fence, with a modern design to better facilitate movement of wildlife onto the Refuge. This project has been planned in close cooperation with the Refuge, Wyoming Game and Fish Department, Wyoming Transportation Department, and other local stakeholders.

This project would include the first wildlife overpass constructed in Teton County and would serve as a gateway to the Town of Jackson and for visitors to the National Park system in the southern portion of the Greater Yellowstone Ecosystem. These locations would be a flagship example for wildlife crossings and the importance of the WCPP to wildlife conservation and highway safety.

We urge your strong consideration of this project under the WCPP.

Sincerely,

Hailey Morton Levinson, Mayor
Town of Jackson